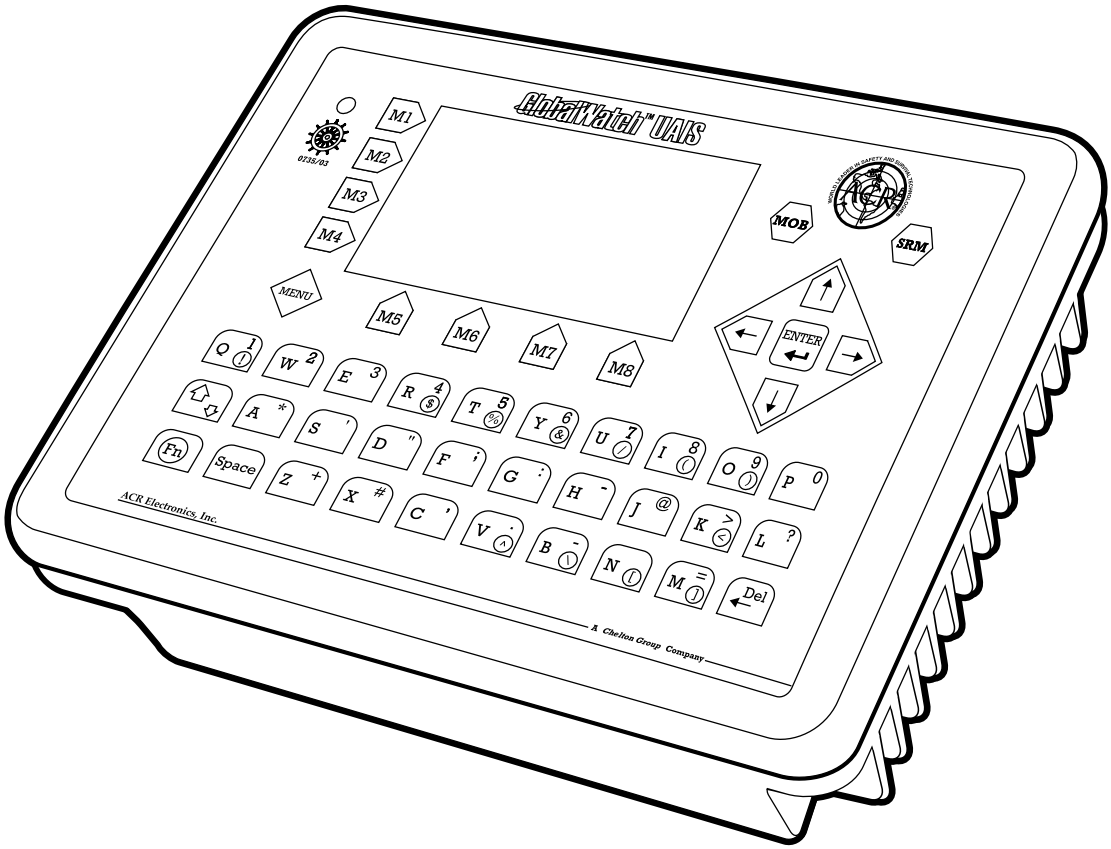
GlobalWatch™ UAIS

WORLD LEADER IN SAFETY AND SURVIVAL TECHNOLOGIES

ACR®

User Manual
Version 1.0



P/N Y1-03-0178 Rev. A

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GlobalWatch™ UAIS Transponder
User Manual

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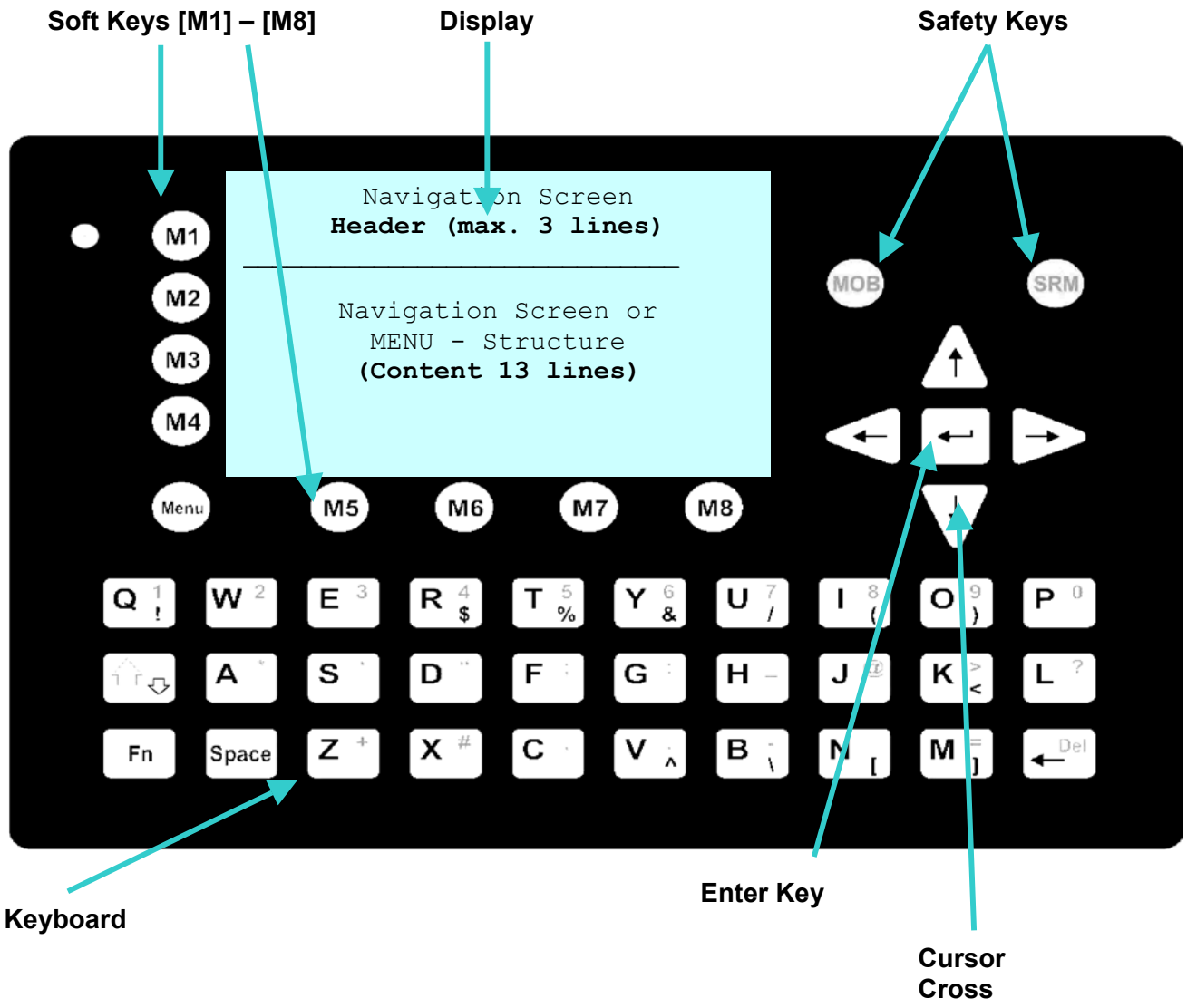
History of Changes

Date	Version	Status	Comments	Responsible
2002-12-04	1.0	Released	Latest release amendments	A. Lesch
2003-03-18	1.0	Released	Updated EC-Conformity Document inserted.	C. Moore
2003-03-27	1.0	Released	B553 picture update	F. Gruber
2003-03-31	1.0	Released	New front cover. Insertion of Wheelmark Certificate	C. Moore
2003-06-30	1.0.1	Released	Corrections	B. Werner
2004-04-14	1.0.1		Changes upon customer requests	S. Reinisch

1 GlobalWatch™ UAIS User Interface



2 GlobalWatch™ UAIS Keyboard

The GlobalWatch™ UAIS is fitted with a full alphanumeric keyboard, with the following functions:

By pressing any key on the keyboard the letters are addressed.

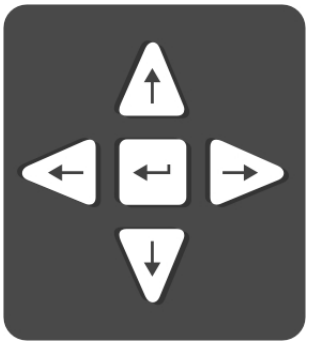
Number symbols and special characters are addressed by holding down the
shift [⇧] key and simultaneously pressing the chosen key.

The characters ($; %; &; /; (;); <; ^ ; \ ; [;];) can be reached by holding down the **Function [Fn] key** and pressing the chosen key.

2.1 Explanation of the "Cursor Cross"

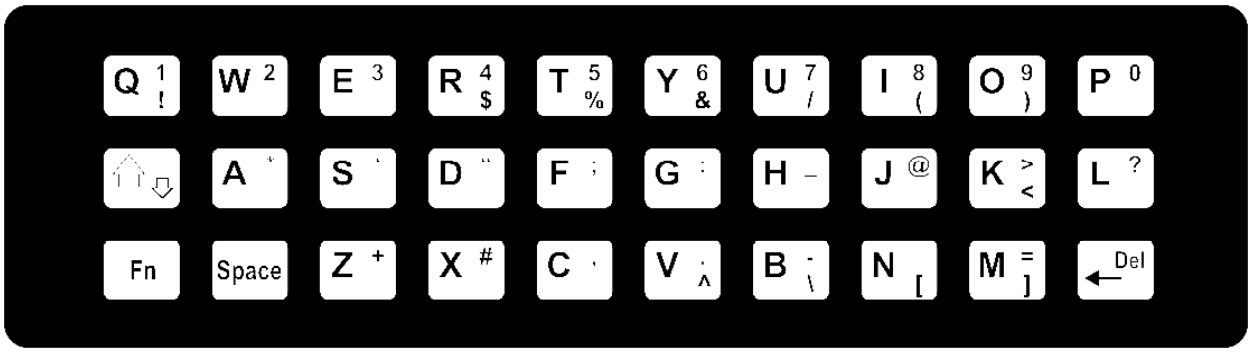
The Cursor Cross allows navigation within the current screen [Up] [Down] [Left] [Right].

In addition to the actually displayed [Enter] button, the centre of the cursor cross always has the Enter functionality.



2.2 Explanation of the Num-Locked and [NUM] Functions

The NUM-Locked function is enabled after pressing the Function [Fn] Key and the Shift [⇧] Key.
It is possible to disable the Num-Lock Function by pressing the Function [Fn] Key and the Shift [⇧] Key.



Tip: The GlobalWatch™ UAIS automatically changes the keys "Q" through to "P" to numerical input when the current application requires numbers, rather than letters to be input. This feature is enabled when [NUM]
appears on the bottom left hand side of the screen.

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2.3 Explanation of the Soft Keys

The Soft Keys are divided into vertical static keys [M1-M4] and
horizontal dynamic keys [M5-M8], which differ in function according to the current application.

Soft Key Definition

[M1]	Reserved for future use
[M2]	Reserved for future use
[M3]:	**Safety Message** This Soft Key allows direct Message Writing. Both broadcast or addressed messages can be sent in this mode.
[M4]:	**Display Settings** - Brightness and Contrast Regulator This Soft Key allows the Display Settings to be changed between Daytime, and Nightime Modes.
[Menu]:	Go to **Main Menu** or return to the Navigation View Screen.
[M5] – [M8]:	These Soft Keys are described in individual screens

2.4 Safety Keys

The GlobalWatch™ UAIS is fitted with Safety Keys, which allow the user to automatically send urgent messages without the necessity of navigating the Menus.

[MOB]	The MOB Button sends out precise position of an MOB incident to Addressed Vessels, therefore allowing the message to be sent to a vessel closest to accident location.
[SRM]	The SRM Button sends out emergency Broadcast Safety Related Messages to all ships in the Vessel Listing.

Note:
For detailed description of the Safety Functions see Chapter 4.

3 GlobalWatch™ UAIS Screens

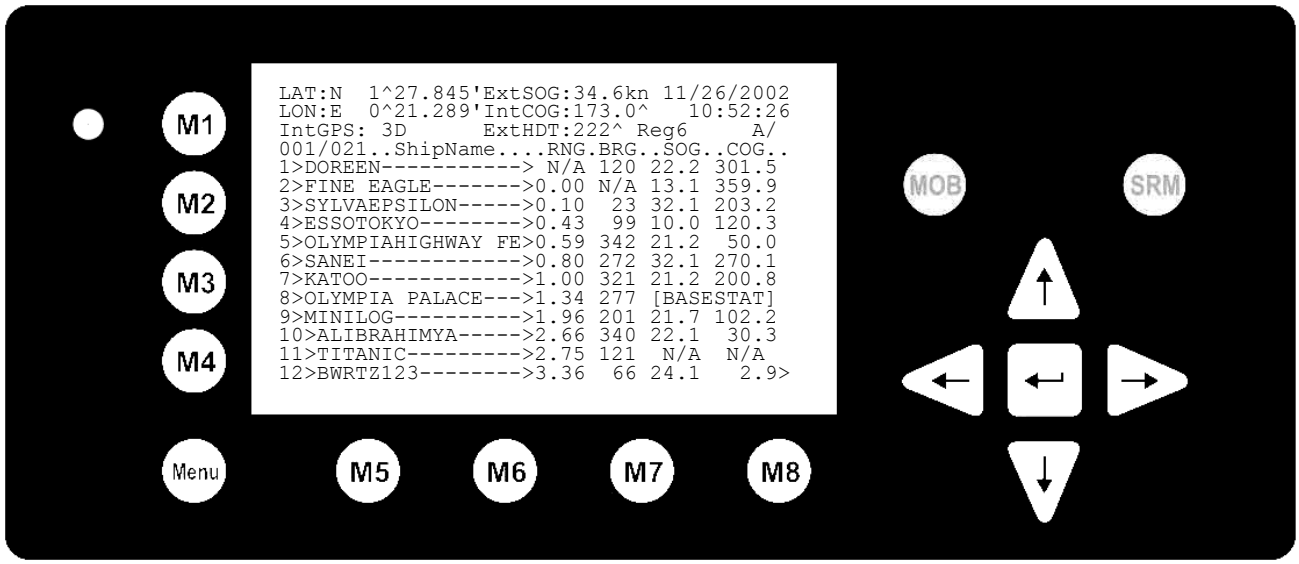
The Display is divided into two different modes.

Navigation Screen - Standard Screen, automatically visible

Menu Structure - visible after pressing the [Menu] Soft Key

3.1 Navigation Screen

This screen provides the user with Navigation Data from the own vessel and lists all other vessels within receiving range. This screen automatically appears after a period of 60 seconds of user inactivity on the Transponder. The Navigation Screen can also be reached manually by pressing the [M2] button once from the Main Menu Screen.



Dynamic Keys: Navigation Screen			
[M5]	Select desired vessel for Vessel Details	**[Up] / [Down]**	Scroll Vessel Listing Pages
[Enter]	Select desired vessel for Vessel Details	**[Left] / [Right]**	Scroll Vessel Listing Pages

Lines 1 – 3 of the Navigation Screen refer to own vessel, and display Latitude and Longitude, Speed Over Ground, Course Over Ground, Heading, Date and the UTC.
After line 4, all data refers to Other Vessels within receiving range.

Own Vessel Data

LAT:N 1^27.845'ExtSOG:34.6kn 11/26/2002 **LON:E 0^21.289'IntCOG:173.0^ 10:52:26**	
LAT:	Latitude
LON:	Longitude
Date:	The actual UTC - date (mm.dd.yyyy) and time (hh.mm.ss) are displayed on the top right hand corner of this view.
IntGPS: 3D ExtHDT:222^ Reg6 A/	
IntGPS	Indicates normal or differential mode of GPS position. 2D or 3D: Indicates the precision of the GPS result. Indicates the used position source: (int) ext: int. = GlobalWatch™ UAIS GPS ext = vessel sensors
ExtHDT	True Heading
Reg:	Indicates the actual region of own vessel's position. If no region number is displayed, then the vessel is travelling on high sea and is outside a predefined region.
A/B: (A or B)	Indicates the last transmitting channel in use.

Message (SRM) and Alarm (ALR) Indication

LAT:N 1^27.845'ExtSOG:34.6kn *3S2A
Queued alarms or messages, e.g. *3S2A are displayed in the date field (instead of the date) – in the above example 3 Safety Related (3S) Messages, and 2 (2A) Alarms are in queue, and await viewing and handling (acknowledgement or rejection) in the Message Inbox History.

Other Vessel Data

001/021..SHIPNAME....RNG.BRG..SOG..COG..	
001/021	(E:G:Vessel 01 of 021) current or selected Vessel/ Total number of Vessels (max. 256 Vessels)
ShipName:	Name of the Ship
RNG	Vessel Range **Note:** The vessel closest to own ship, or where position data is unknown (N/A), is listed first.
BRG	Vessel True Bearing
SOG	Speed Over Ground
COG	Course Over Ground

A maximum of 12 vessels are displayed on the screen. If more than 12 vessels are currently being received, the symbol [>] on the right bottom appears, indicating that there are further vessels to be seen in the Vessel Listing. By pressing the [Right] key, it is possible to scroll to the next page for further Vessel Listing, by pressing the [Left], the user scrolls back to the previous page.

Further details on any individual vessel can be obtained by scrolling down and selecting the desired vessel by pressing [Enter]. A full explanation of the Vessel Details is given in the following section.

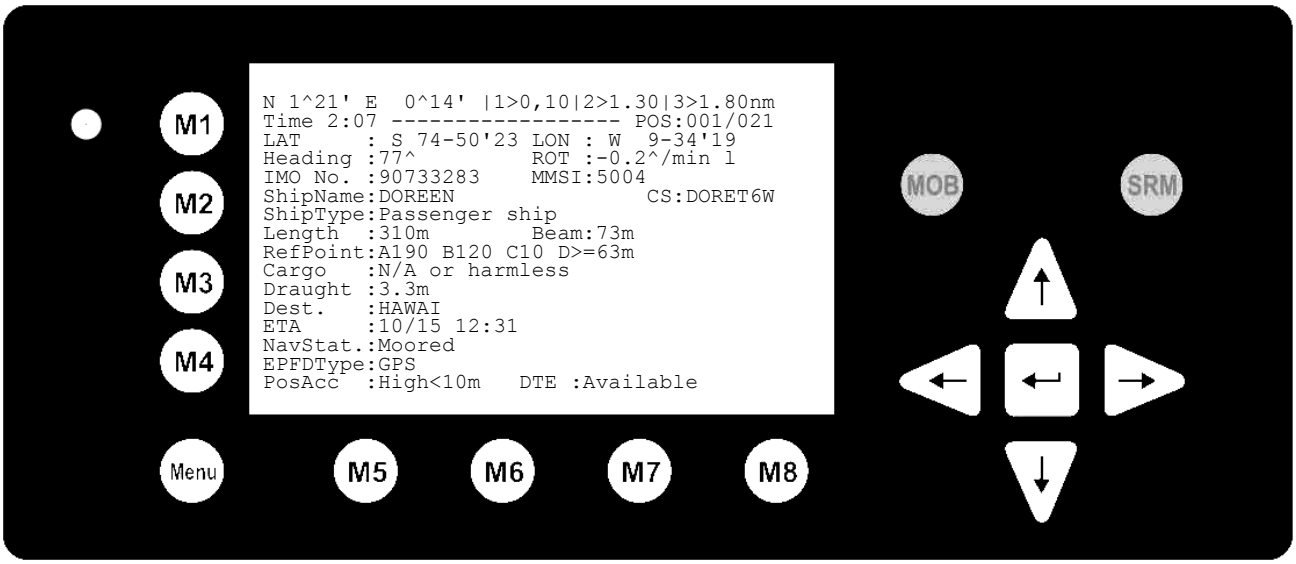
3.1.1 Short Header

A constant overview of the most important AIS navigation details, including own position and distance of the three closest vessels is always displayed the first line. This information appears in every Submenu and is called the “Short Header”.

N 1^21 E 0^14' |1>0.10|2>1.30|3>1.80nm
Own Vessel Position: N 1^21' E 0^14'
1> Closest vessel situated 0.10 nm away
2> Second closest vessel situated 1.30nm away
3> Third closest vessel situated 1.80nm away

3.1.2 Other Vessel Details

This screen shows the Dynamic, Voyage and Vessel Related Data, which is currently being transmitted by a previously selected vessel.



Current Time and Selected Vessel Number in Vessel Listing:

Time 2:07 ---------- POS: 0001/0021
Time: The period of time which has elapsed since the last update is shown in minutes and seconds. The update rate differs according to the respective vessels speed.
POS: Indicates the number of the selected vessel (e.g. vessel 02 of 21) from the Vessel Listing and the total number of vessels being received.

Position of the selected vessel:

LAT :S 74-50'23" LON :W 9-34'19"

Heading and Rotation of the selected vessel:

Heading :77^ ROT :-0.2^/min l

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IMO-Number and MMSI of the selected vessel:

IMO No. : 90733283 MMSI: 5004

Name and CallSign of the selected vessel:

ShipName:DOREEN CS:DORET6W

Vessel Type

Passenger ship

Length and Beam of the selected vessel:

Length:310m Beam:73m

Reference Point (in meters):
This information indicates the Reference Point of the used GPS Antenna onboard the vessel.

RefPoint:A190 B120 C10 D<63m

A: 190m
B: 120m
C: 10m
D: <63m (means more than 63m in the case of a very large vessel)

Vessels Cargo:
Indicates the type of cargo on board.

N/A or harmless

Further Vessel Details:

Draught : 3.3m
Dest : HAWAII
ETA : 10/15 12:31
NavSt : Moored

Information on the vessel's Equipment Position Finding Device:

EPFDType: GPS

Position Accuracy and Data Terminal Equipment (DTE):

PosAcc :High <10m

DTE :Available

This information indicates that the vessels Transponder is connected with a user interface and can show AIS Data. This function basically ensures, that the current Transponder being used is fitted with a display and can therefore send and receive messages. As the GlobalWatch™ UAIS is fitted with an integrated display unit, it will always show "DTE: Available".

3.2 Menu Structure

To call up the Main Menu, press the [Menu] button once, and all Submenus are displayed. The cursor position indicates the selected submenu.

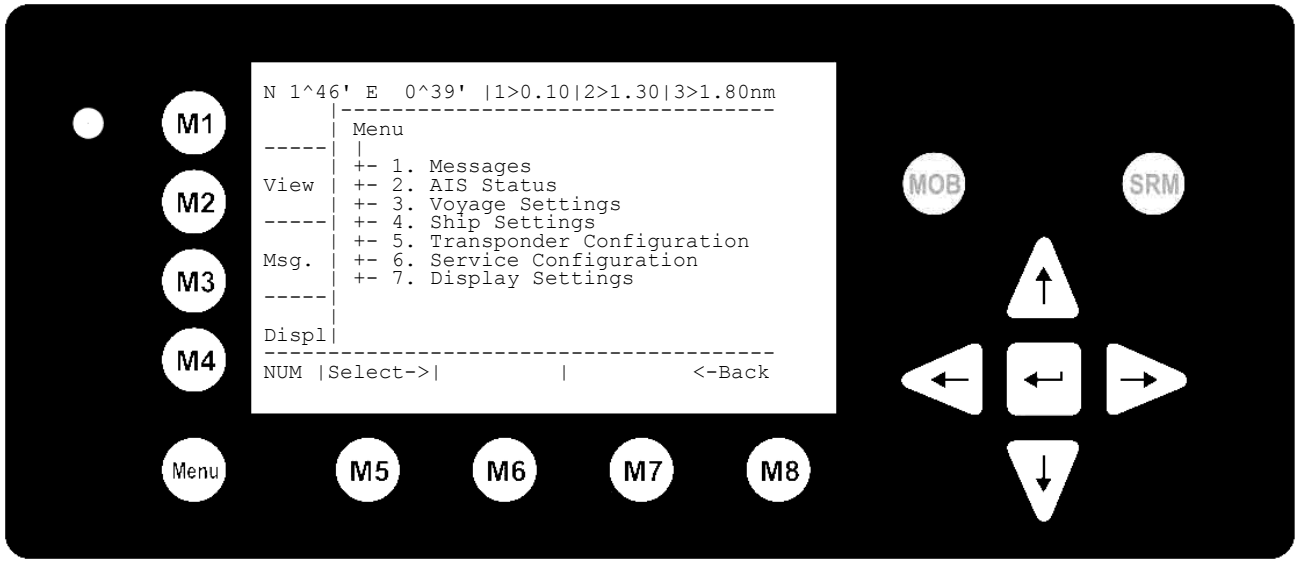
Menu navigation is achieved by pressing the [Up] or [Down] keys to select, and then by pressing [Enter] to confirm the desired Submenu selection.

To escape from any Submenu and returning to the Navigation Screen, press the [M2] button at any time.

The own vessel's current Navigation Information is continuously displayed on the first line. It contains the own position and the first three vessels, which are located within closest range of the own ship.

Tip: Fast Menu Selection is achieved by simply pressing the desired Submenu Number on the keyboard.

3.3 Main Menu

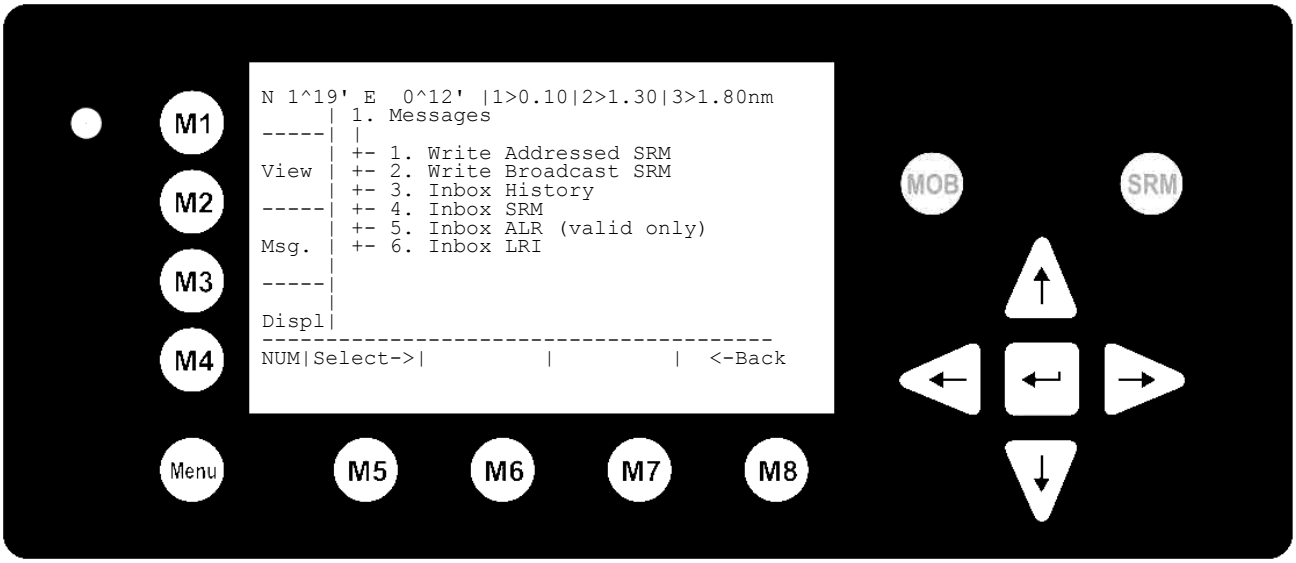


Dynamic Keys: Main Menu Screen				
[M5]	**[Select]**	Select chosen Submenu	**[Enter] or [Right]**	Confirm Submenu Selection
[M8]	**[Back]**	Return to Navigation Screen	**[Up] / [Down]**	Navigate Submenu for selection

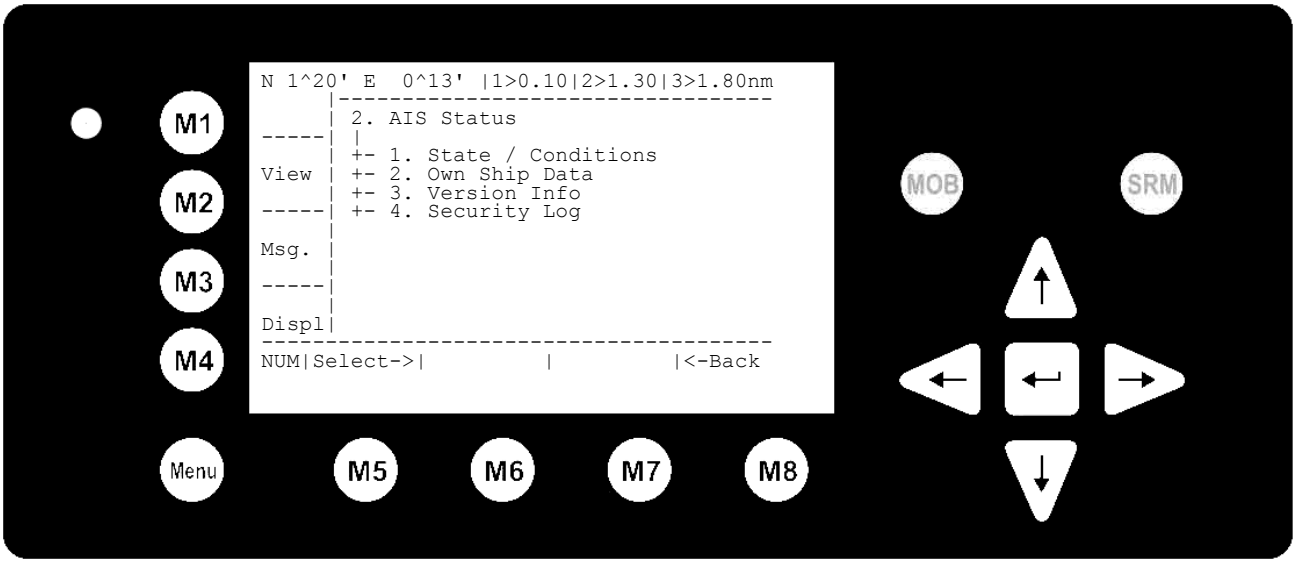
Note:
The Navigation Screen automatically appears after some seconds of user inactivity on the Transponder, or immediately by pressing the [Menu] button in the Main Menu.

3.4 Sub-Menus Overview

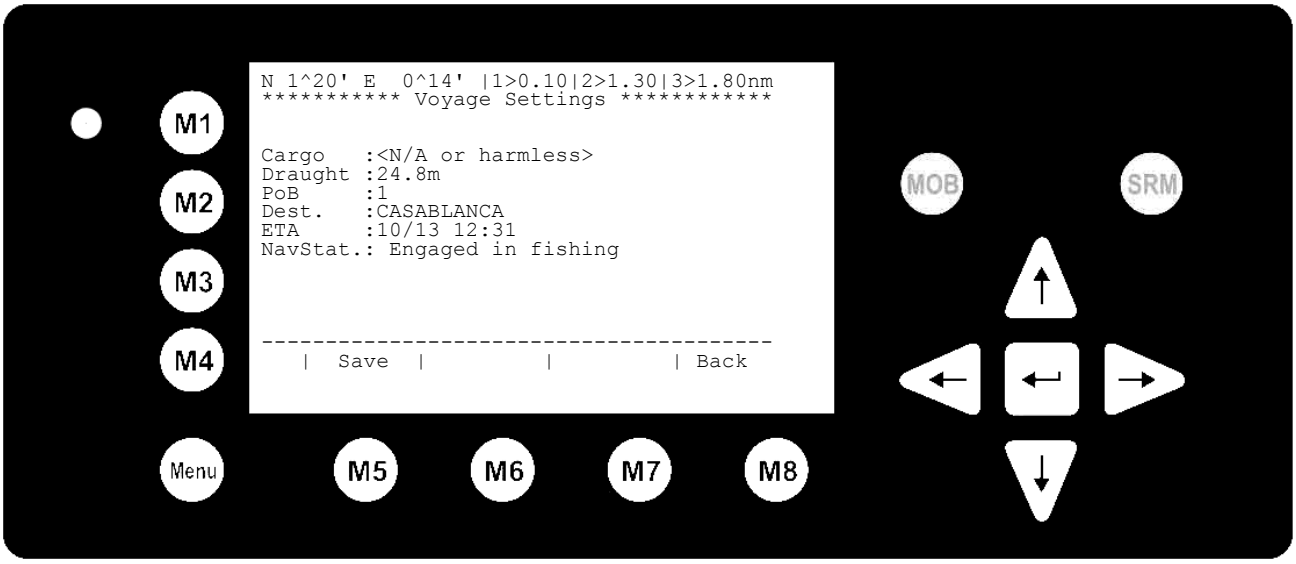
3.4.1 Messages



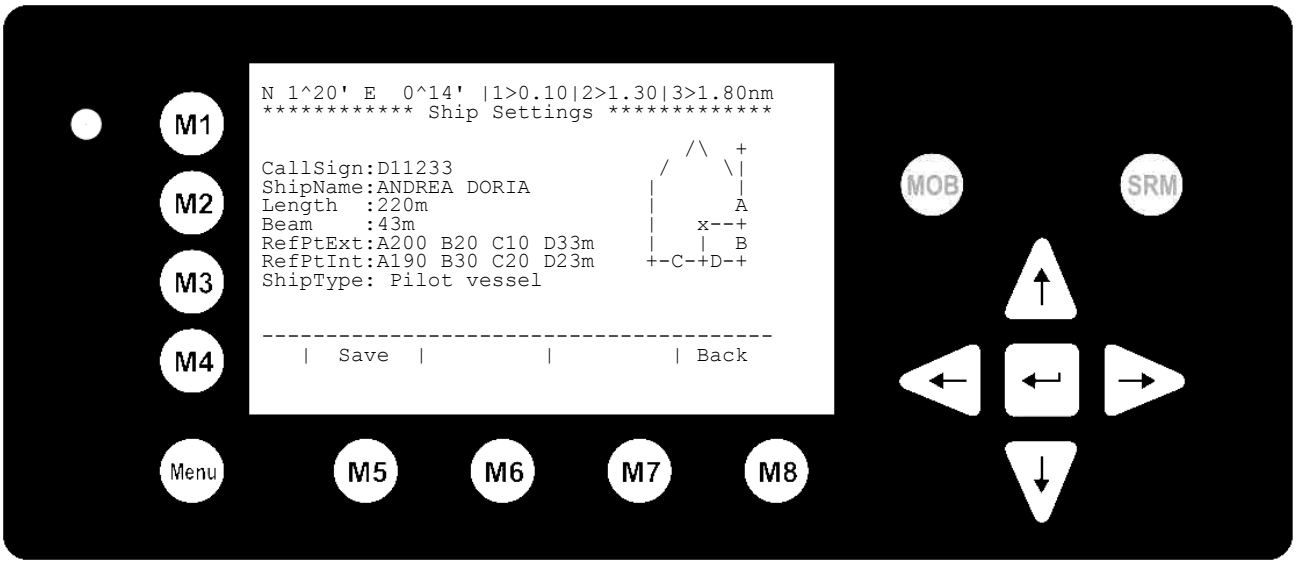
3.4.2 AIS Status



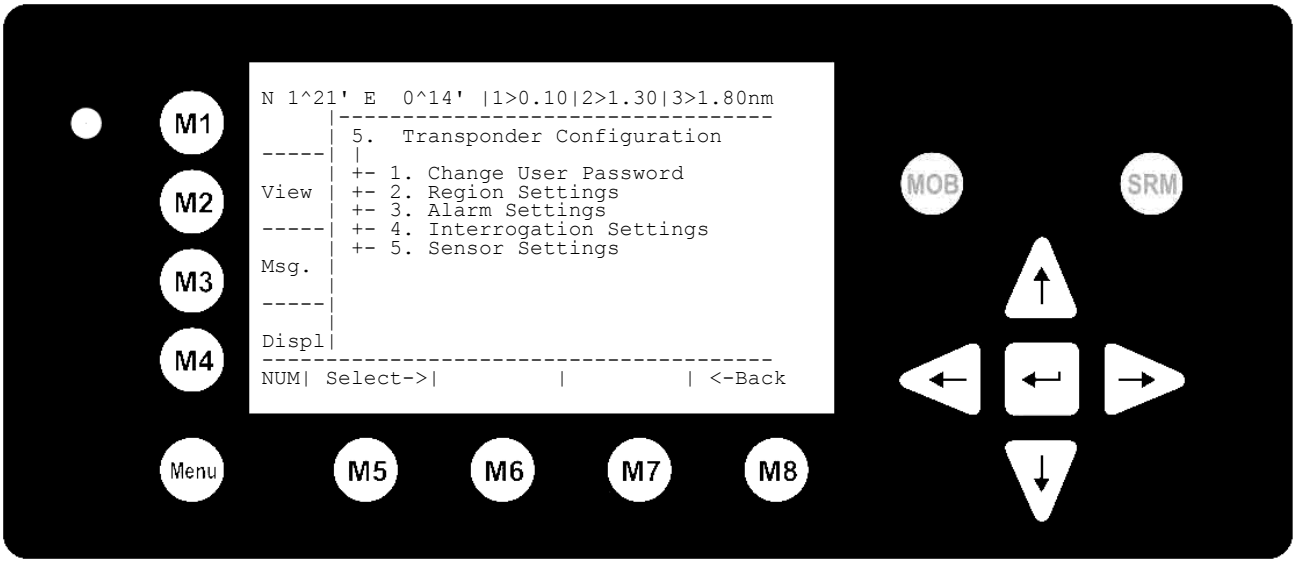
3.4.3 Voyage Settings – (User Password Protected)



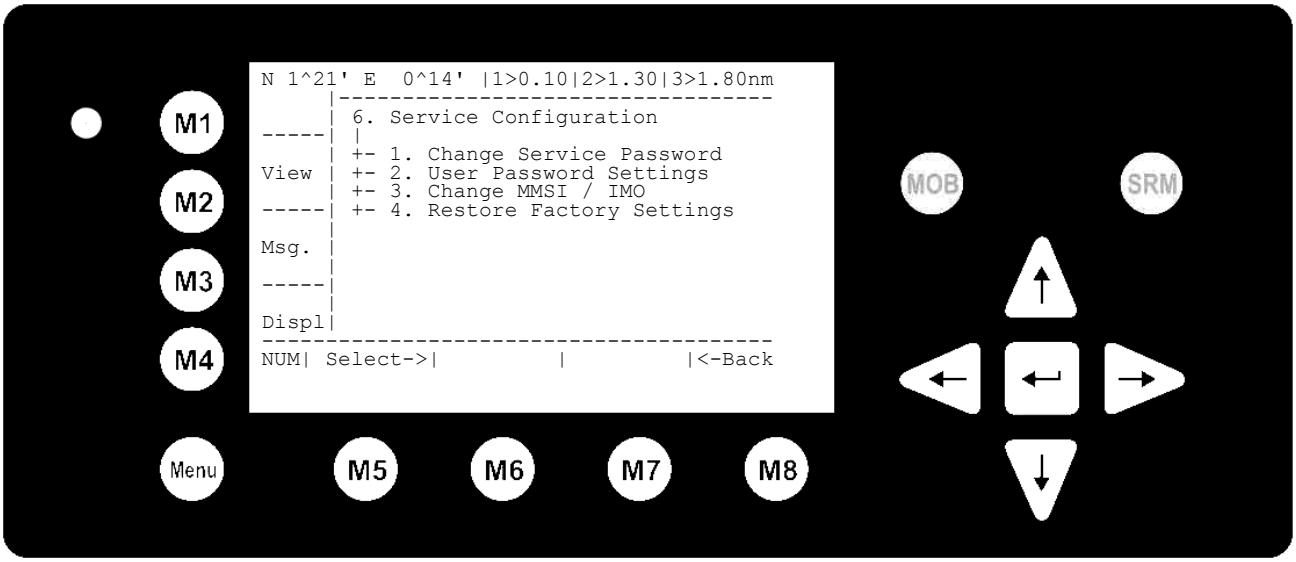
3.4.4 Ship Settings – (User Password Protected)



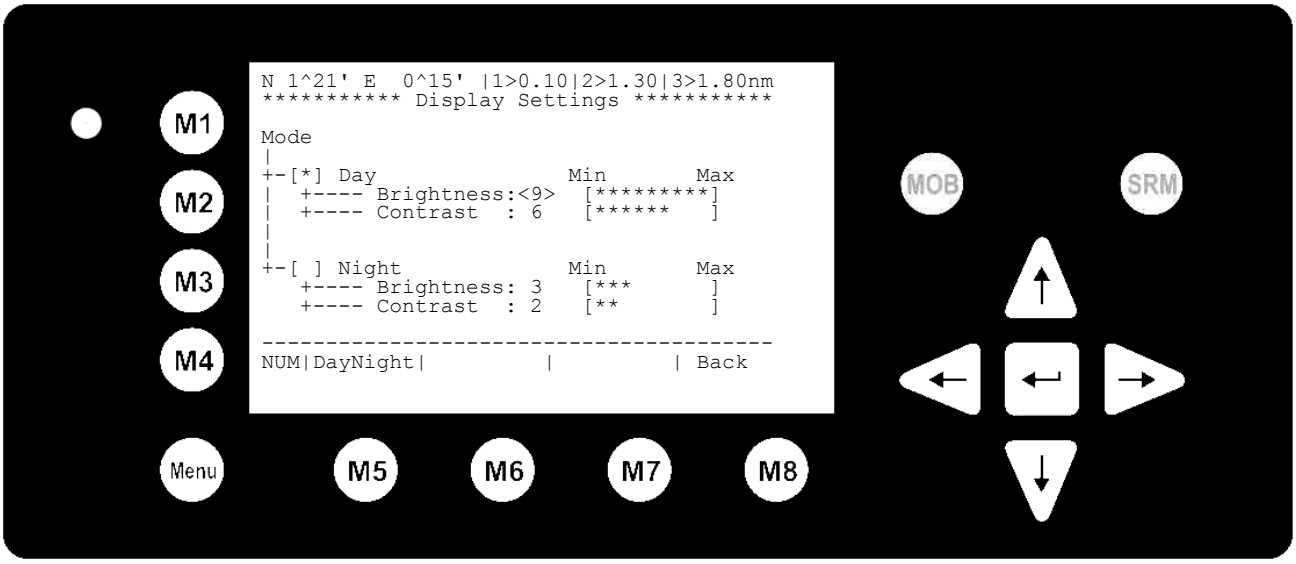
3.4.5 Configuration – (User Password Protected)



3.4.6 Service Configuration – (Service Password Protected)

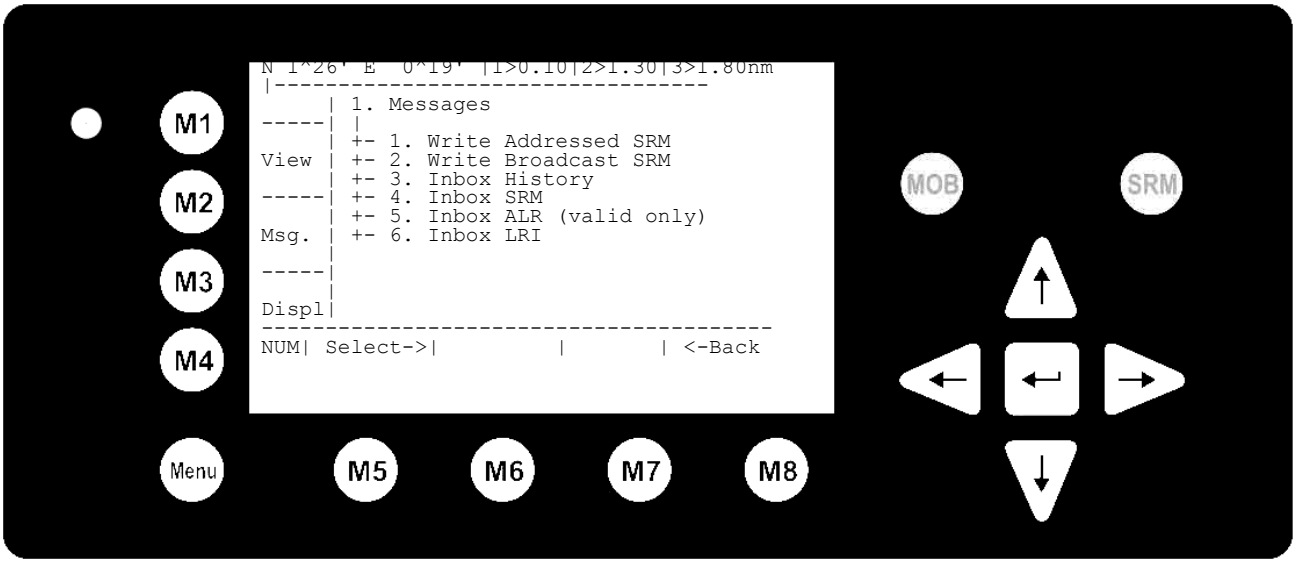


3.4.7 Display Settings



3.5 Sub-Menus Detailed

3.5.1 Messages



Dynamic Keys: Messages				
[M5]	**[Select]**	Select chosen Submenu	**[Enter]**	Confirm Message Submenu Selection
[M8]	**[Back]**	Return to Main Menu Screen	**[Up] / [Down]**	Navigate Submenu for Selection

Writing Messages:

This screen provides a means to write and send messages.
It is possible to select between an Addressed Message to a single selected vessel, and a Broadcast Message, which is sent out to all vessels in the current Vessel Listing.

Message Inboxes:

The Inbox History gives an overview of all incoming messages. The Inboxes are further divided into 3 sections, allowing the user to see, and act upon specific Message Types.

1.3 Inbox History: Overview of all Messages, Alarms and LRI Interrogations
1.4 Inbox SRM: Listing all Safety Related Messages (SRM)
1.5 Inbox ALR: Listing of all valid Alarms (ALR)
1.6 Inbox LRI: Listing of all Long Range Interrogations (LRI)

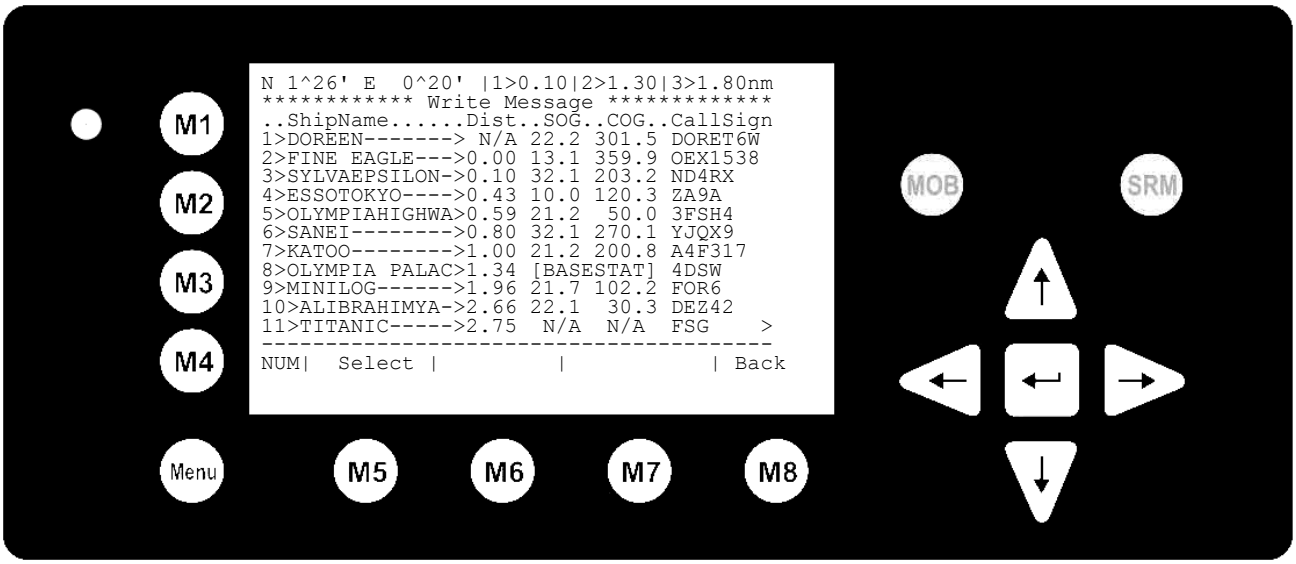
Message Storage Capacity:
The Inbox History has the capacity to store a total of 60 messages. The older messages are automatically deleted, when the respective Inbox has reached its maximum storage capacity.

Message Type:	**Maximum Storage Capacity:**
Addressed or Broadcast Messages (SRM):	Latest 30 Messages stored
Alarms (ALR):	Latest 20 stored
Long Range Interrogation (LRI):	Latest 10 stored

a) Writing an Addressed Message

To write a Safety Related Message first select an addressee from the Vessel Listing. This is possible by using the cursor buttons [Up] and [Down], and confirming the selection with [Enter] or [Select].

Tip: For fast Vessel Selection press the Vessel Number on the keyboard and the selected vessel is immediately displayed.

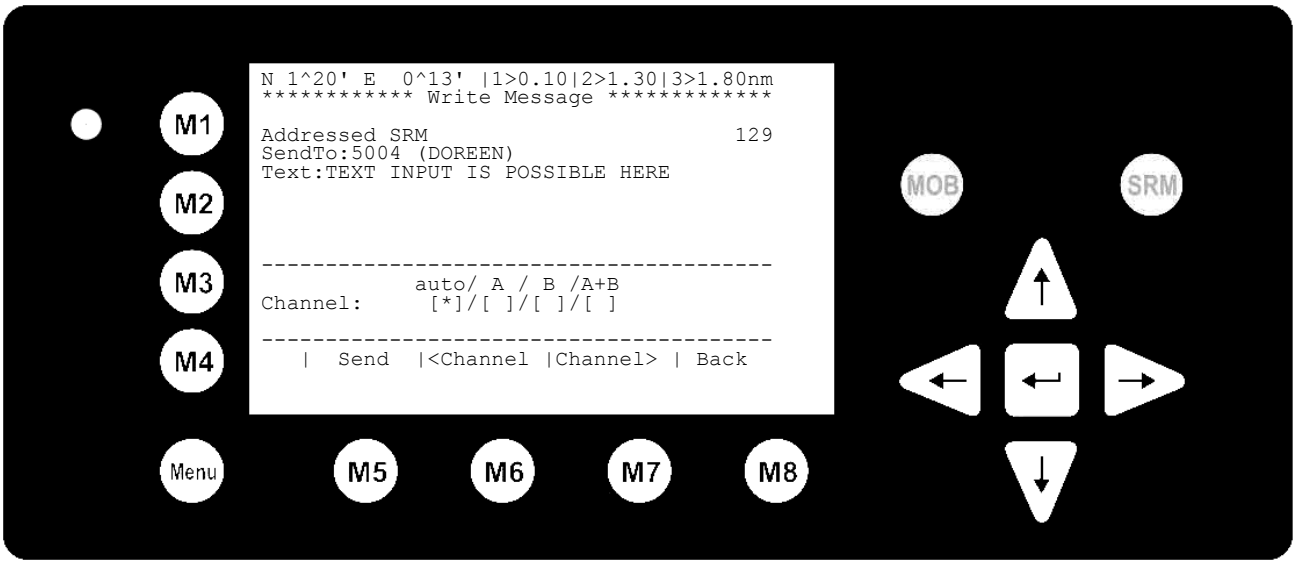


Dynamic Keys: Messages				
[M5]	**[Select]**	Write Message to Selected Vessel	**[Enter]**	Write Message to Selected Vessel
[M8]	**[Back]**	Return to Messages Menu		

b) Using the GlobalWatch™ UAIS Message Editor

After selecting a vessel, the Message Editor is automatically displayed.
Messages containing a maximum of 156 characters are allowed. Longer texts require a second message. After text input completion, transmission to the selected addressee is facilitated by pressing the [Send] button. The [<Back] button leads to the Message Editor for writing a second message to the same addressee. A second activation of the [<Back] button leads to the Vessel Listing and allows selection of another addressee.

It is possible to select the desired channel by pressing the [<Channel>] buttons.
The default setting for Addressed Messages is (auto) in contrast to Broadcasted Messages, where the default setting is set at Channels A+B (AIS1 + AIS2).

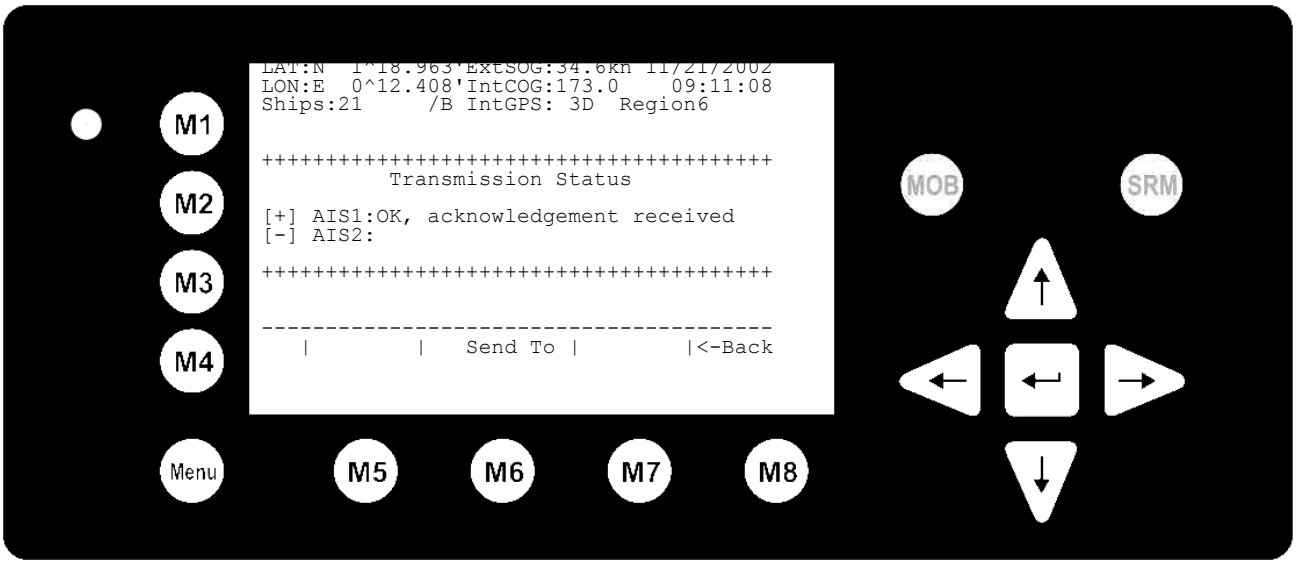


Dynamic Keys: Addressed Message Editor				
[M5]	**[Send]**	Send Message	**[Enter]**	Send Message
[M6]	**[Channel]**	Select Transmission Channel		
[M7]	**[Channel]**	Select Transmission Channel		
[M8]	**[Back]**	Return to Vessel Listing		

c) Confirmation of Sent Addressed Message

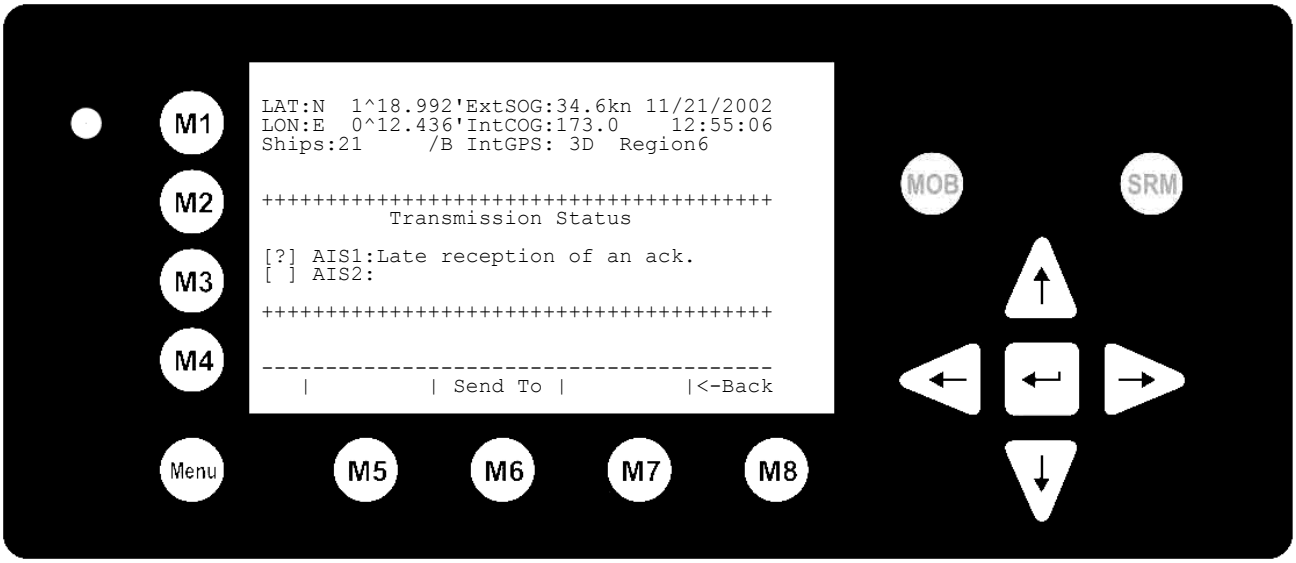
The confirmation screen shows the successful message transmission and indicates which channels (AIS1 or AIS2) were used.

Successful Message Transmission on Channel AIS1:



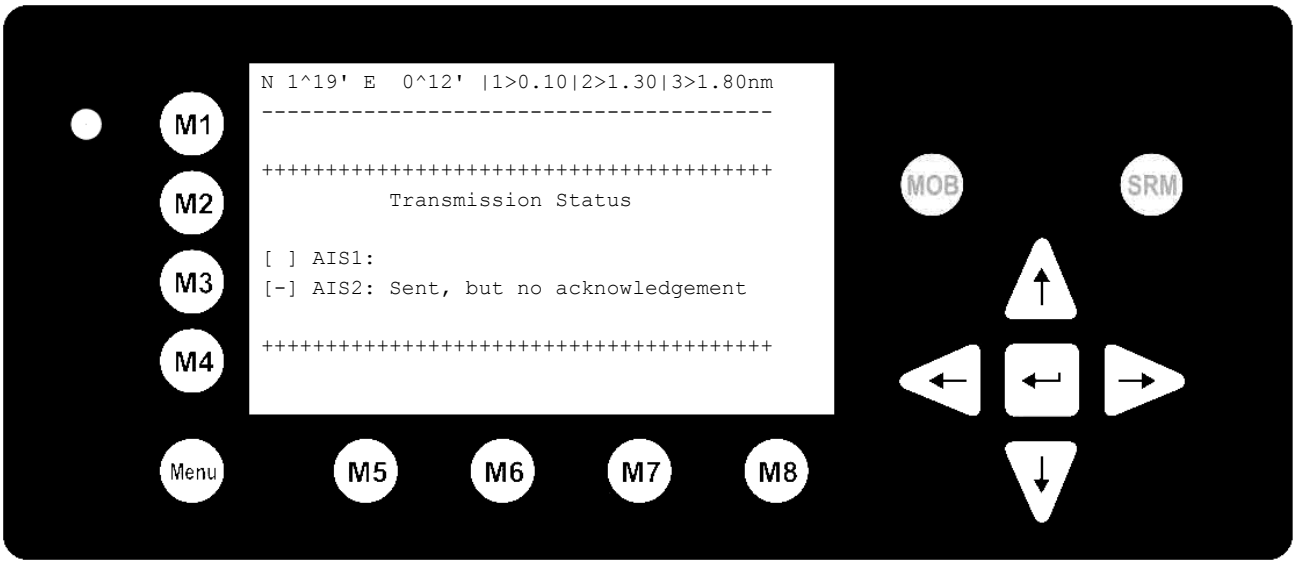
In some cases, the recipient's Transponder may not be able to receive the message immediately – due to Transponder in-operation. In this case, the confirmation of the send message arrives later, upon Transponder re-operation.

Successful Message Confirmation (late reply):



It is possible, that the recipient's Transponder could not receive the message at all, and in this case the following screen is displayed. It is then recommended to resend the message.

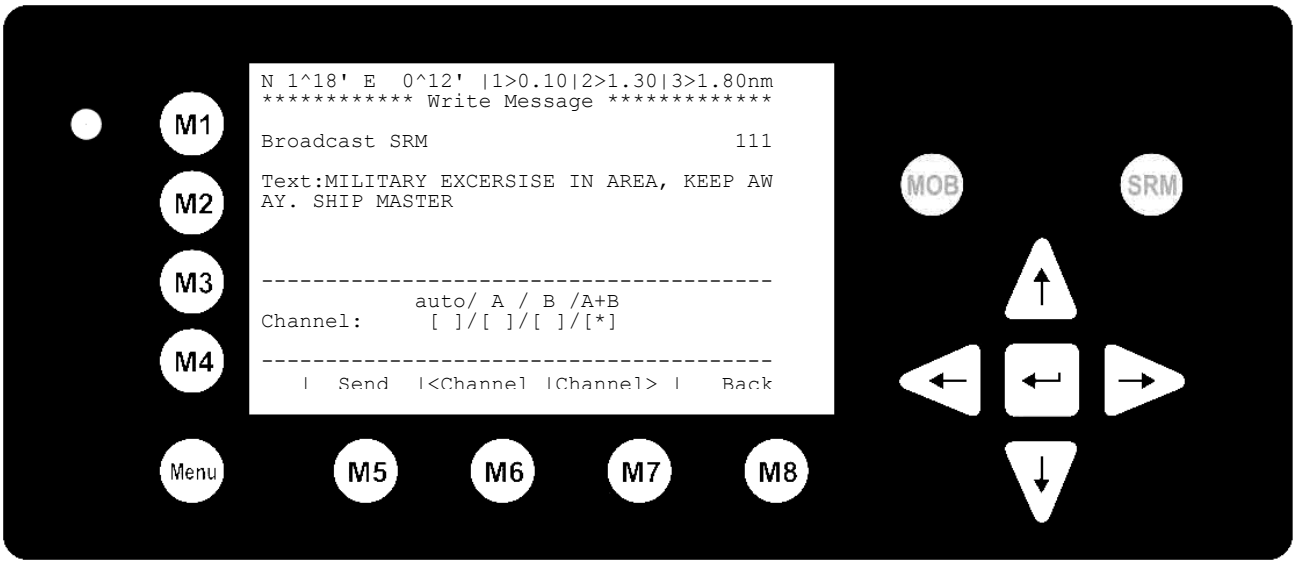
Unsuccessful Message Confirmation (no acknowledgement)



d) Writing a Broadcast Message

Upon selection of Write Broadcast SRM in the Message Menu, the Message Editor appears. Messages containing a maximum of 161 characters are allowed. Longer texts require a second message. When the text input has been completed, transmission to all vessels within receiving range is possible by pressing the [Send] button. The [<Back] button leads to the Message Editor.

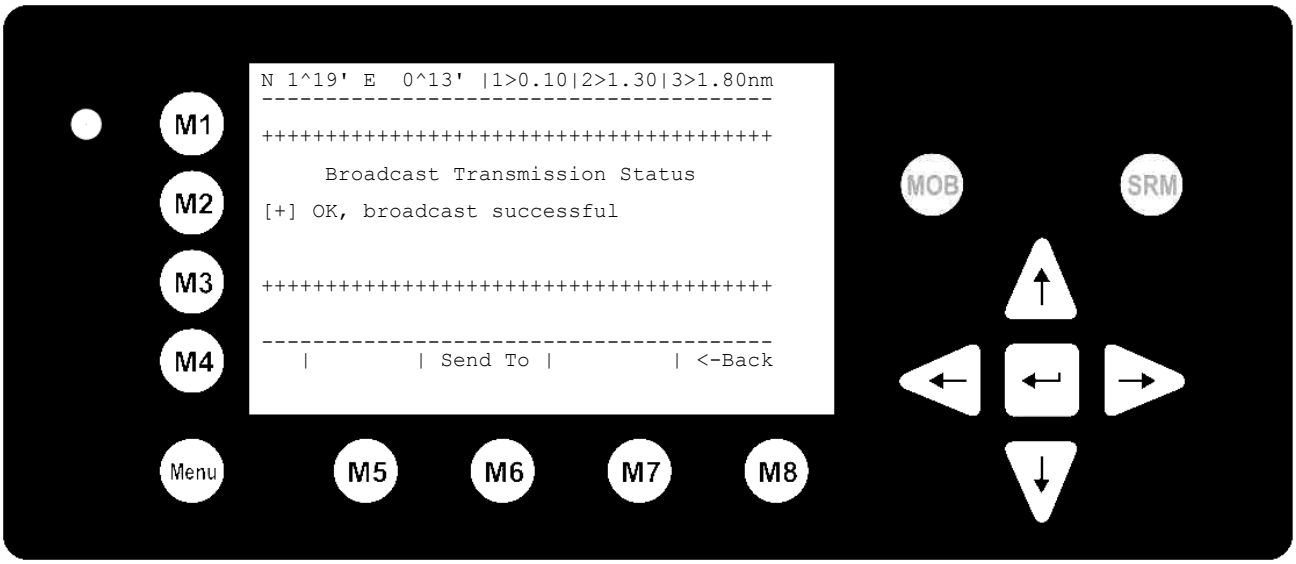
It is possible to select the desired channel by pressing the [<Channel>] buttons. The default Settings for Broadcasted Message Setting is A+B (AIS1 and AIS2).



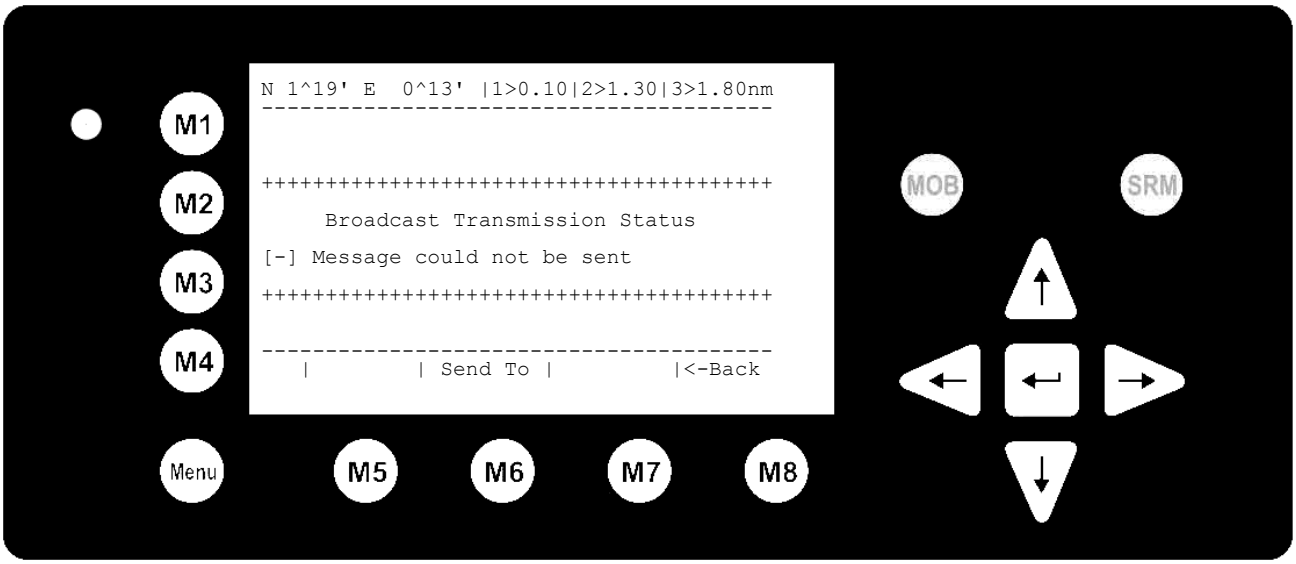
Dynamic Keys: Broadcast Message Editor				
[M5]	**[Send]**	Send Message	**[Enter]**	Send Message
[M6] / [M7]	**[Channel]**	Select Transmission Channel (A+B is default)		
[M8]	**[Back]**	Return to Messages Menu		

e) Confirmation of Broadcast Sent Message

This Confirmation Screen shows that the message was successfully transmitted on the Broadcast Setting. By pressing [Back] the user automatically returns to the Message Editor for further Messaging. The [SendTo] returns the user to the Vessel Listing, with the option of further Message Writing to individual vessels.



In the case of failed transmission, the following screen appears. In this case, it is recommended to retransmit the Broadcast Message.

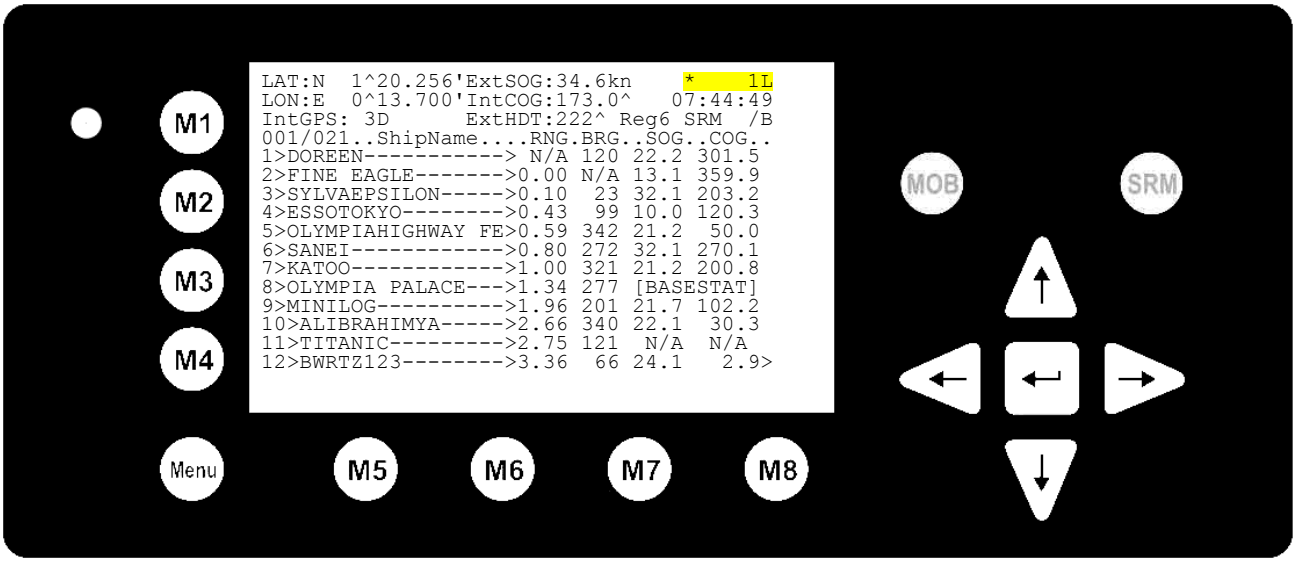


f) Long Range Interrogation

Mobile, and shore-based stations have the ability to interrogate vessels and make requests for information over the “Long Range Interface”. The interrogated vessel can either reply in automatic, or in manual mode. The interrogation request is displayed in both modes.

The arrival of a Long Range Interrogation Request is indicated by:

1L on the top right hand corner of the Navigation Screen. The LRI automatically arrives in the Message Inbox LRI and can be handled from there.



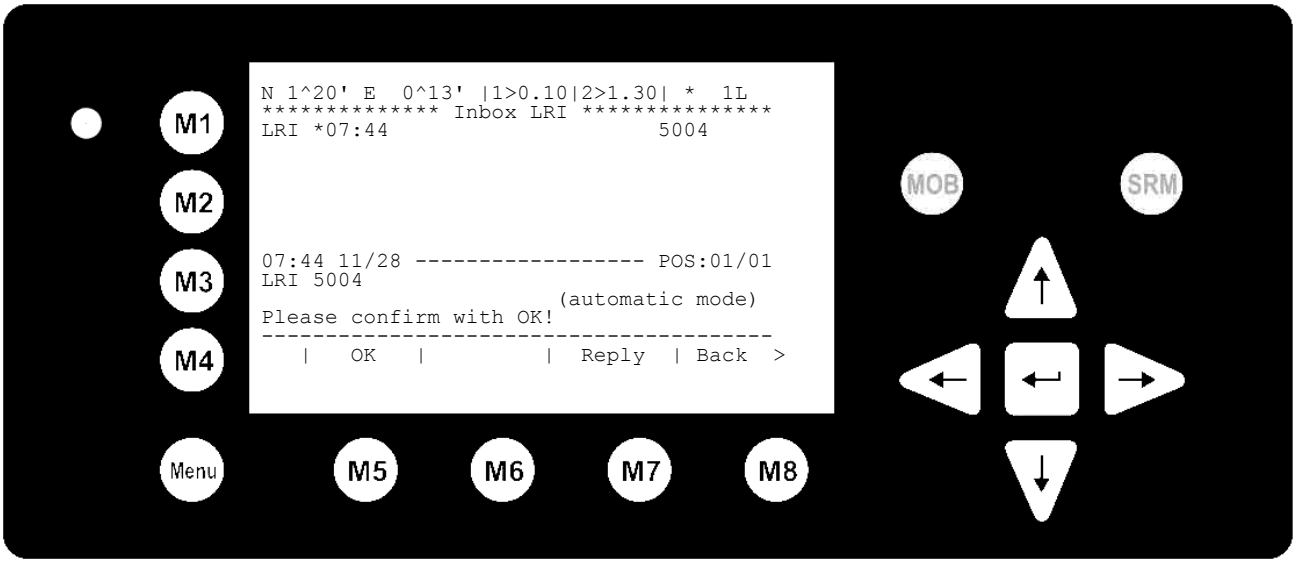
Handling a Long Range Interrogation (LRI)

Default Settings for LRI Requests:

Automatic Mode: The LRI is automatically dealt with and own vessel data is sent.
Manual Mode: The LRI needs to be manually handled.

Note:
The data which may be interrogated via the Long Range Interface can be configured in Menu 5: Configuration, Submenu 5: Interrogation Settings.

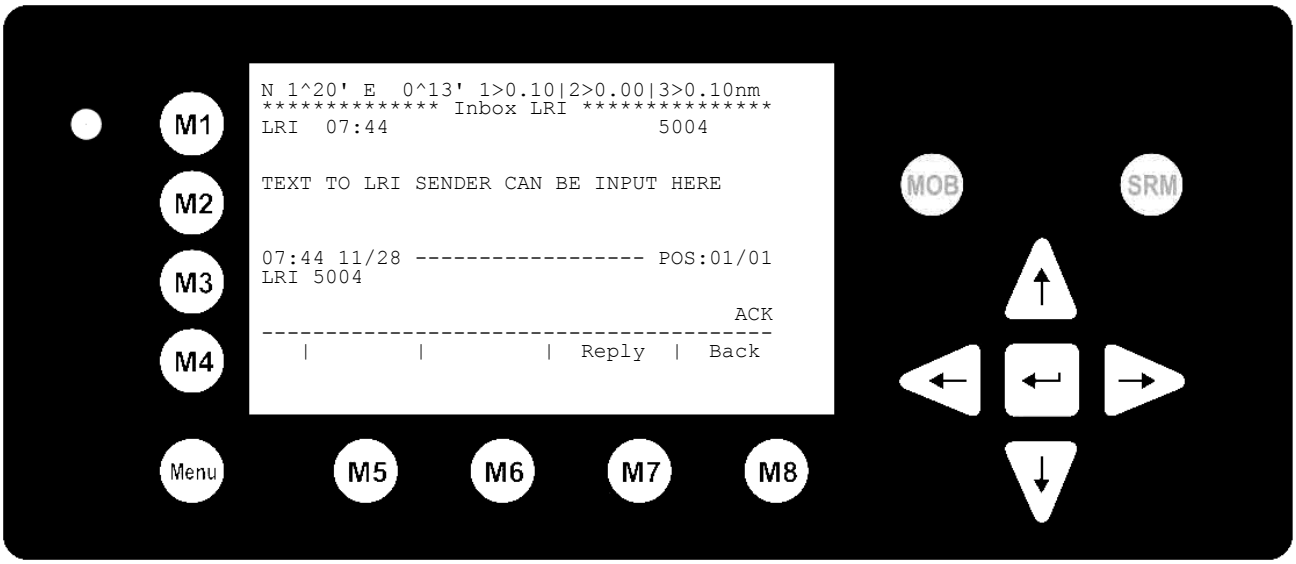
An LRI has arrived;
The GlobalWatch™ UAIS Settings are configured to **Automatic Mode:**



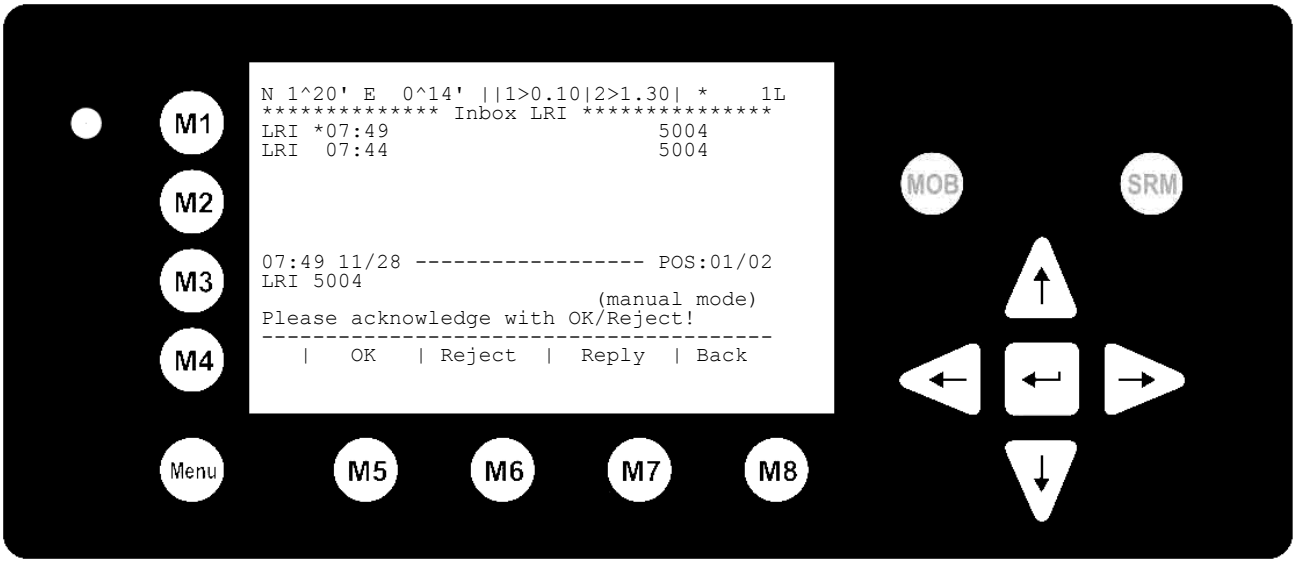
Dynamic Keys: LRI in the Inbox History (automatic mode)					
[M5]	**[OK]**	Confirms that LRI has been seen	**[M8]**	**[Back]**	Return to Message Menu
[M7]	**[Reply]**	Send Addressed Message to LRI sender			

Upon activation of the [OK] button, the user confirms that he has been notified of a current Transponder system interrogation. This information is useful, as it prevents unknown interrogation from taking place when the transponder is set in automatic mode.

Upon pressing the [Reply] button, user returns to the Message Editor from where it is possible to send an addressed message to the LRI sender.



An LRI has arrived; the GlobalWatch™ UAIS Settings are configured to **Manual Mode**:
The LRI therefore needs to be manually handled (accepted or rejected)

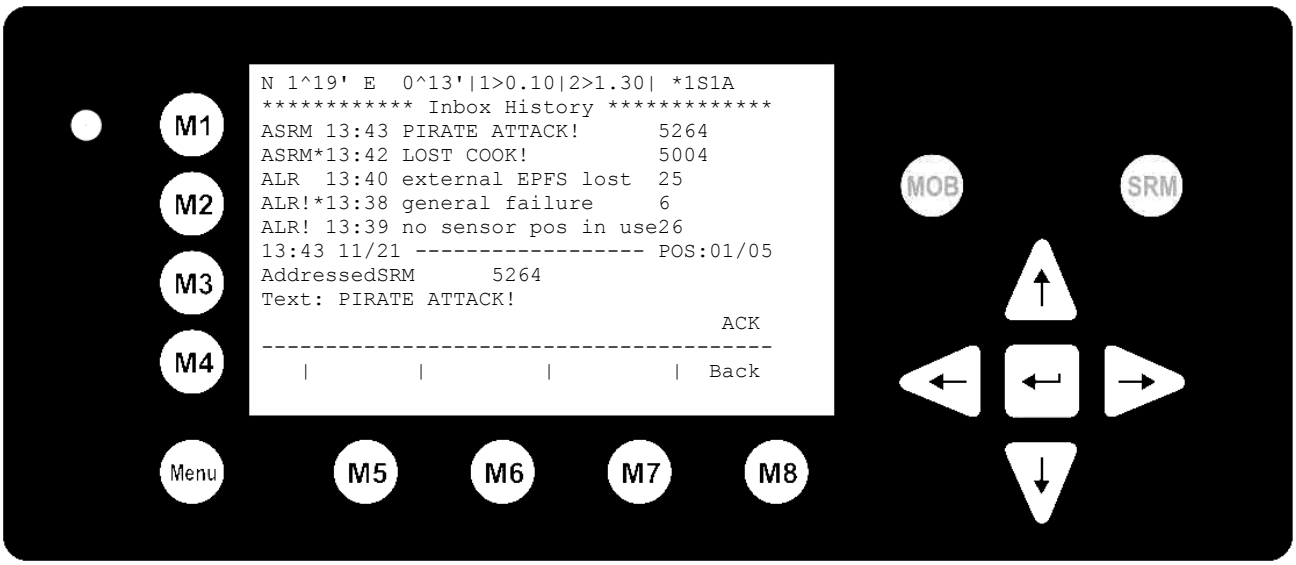


Dynamic Keys: LRI in the Inbox History (manual mode)					
[M5]	**[OK]**	Accept LRI Interrogation	**[M7]**	**[Reply]**	Send Addressed Message to LRI Sender
[M6]	**[Reject]**	Reject LR Interrogation	**[M8]**	**[Back]**	Return to Messages Menu

g) Inbox History

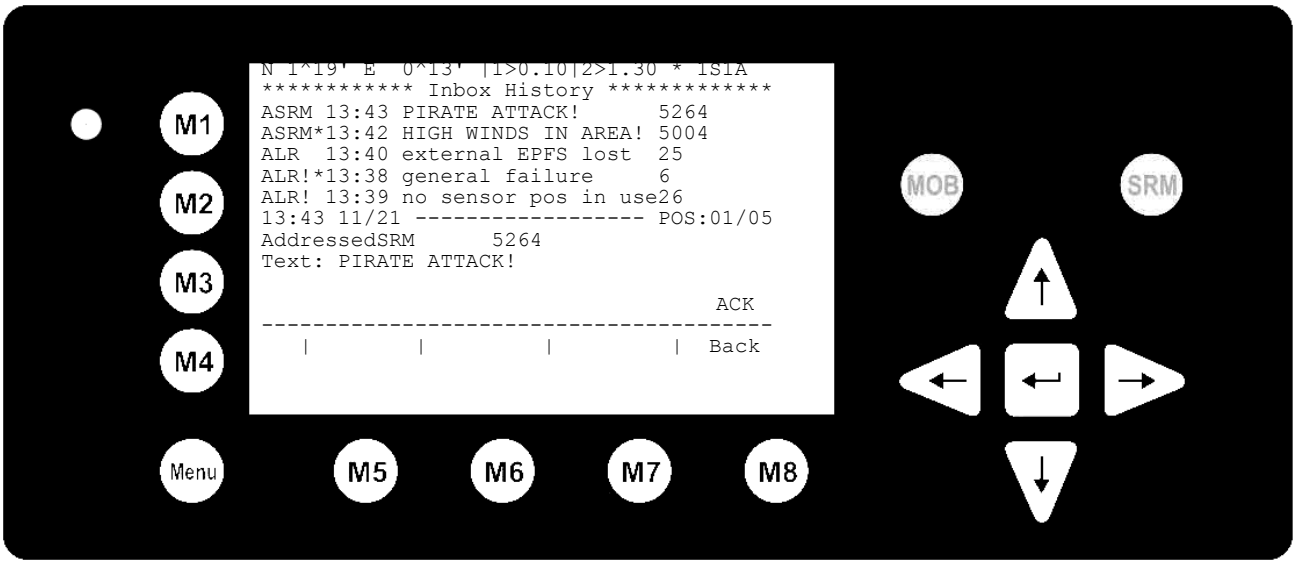
The Inbox History provides a means to reading incoming messages and alarms. The messages are listed in chronological sequence. The message type (SRM, ALR or LRI), Status, Time, Message Text Preview and MMSI Number of sender are shown in this overview screen.

To select a message navigate with the cursor [Up] or [Down] – the selected message text is displayed in the text field. The [Back] button takes the user to Messages Menu.



Inbox History: Overview of Received Messages and Alarms	
Message Types:	Description
ASRM	Addressed Safety Related Message
BSRM	Broadcast Safety Related Message
ALR	Alarms (Details – see Alarm Types)
LRI	Long Range Interrogation
Message Status:	
*	Marks a new, unacknowledged message or alarm
!	Marks a valid alarm requiring action
[ ]	Marks a revoked alarm (no longer active)
ACK (Acknowledged)	Abbreviation, which is displayed on bottom right hand corner and signifies that selected message or alarm, has been previously acknowledged.

Inbox History: Message and Alarm Types and Status Definition:



ASRM 13:43 PIRATE ATTACK! 5264

Addressed Safety Related Message, acknowledged by recipient, arrived at 13:43, with text “Pirate Attack”, from vessel with MMSI 5264

ASRM*13:42 HIGH WINDS IN AREA! 5004

Addressed Safety Related Message, unacknowledged by recipient, arrived at 13:42, with text “High winds in area!” from vessel with MMSI number 5004

ALR 13:40 external EPFS lost 25

Alarm, no longer active (revoked) with ID Number 25 (see Alarm Types), revoked at 13:40 with text “external EPFS lost”

ALR!*13:38 general failure 6

Alarm, new and valid with ID Number 6, not yet revoked at 13:38 with text “general failure”.

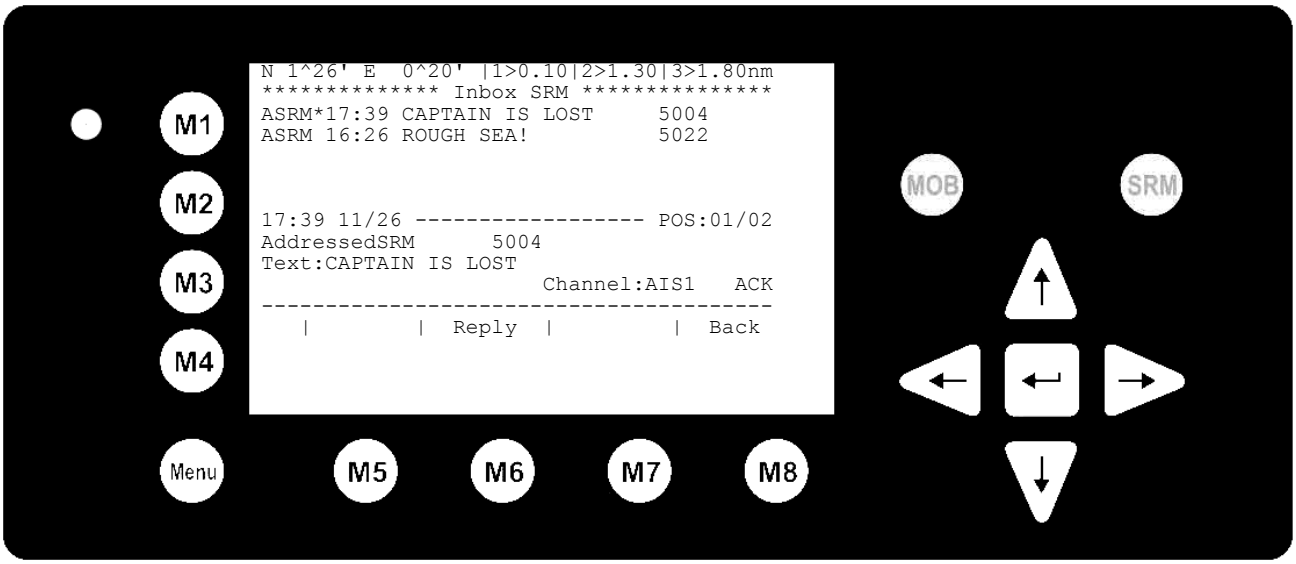
ALR! 13:39 no sensor pos in use26

Alarm, old, still valid and requiring attention, with ID Number 2, arrived at 13:39 with text “no sensor position in use”

13:43 11/21 ---------- POS:01/05
AddressedSRM 5264
Text:PIRATE ATTACK!

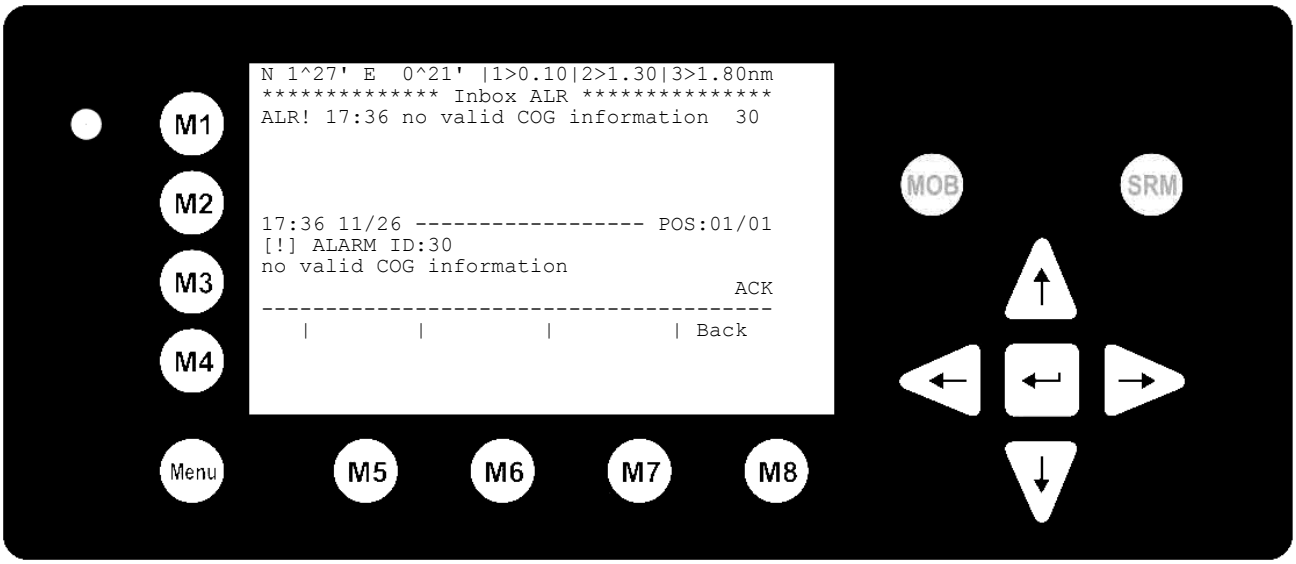
The text of the selected message (in this case Message POS 01/05) is shown in the text field.

ASRM – Reading Incoming Addressed Safety Related Messages:



ASRM:	Information
Time	17:39
Date	11/26 (mm.dd)
POS	01/02 (Message 01 of 02)
Message Type	AddressedSRM
Status	* (not acknowledged)
MMSI of Sender	5004
Channel	Incoming AIS Channel
ACK	Message not yet acknowledged

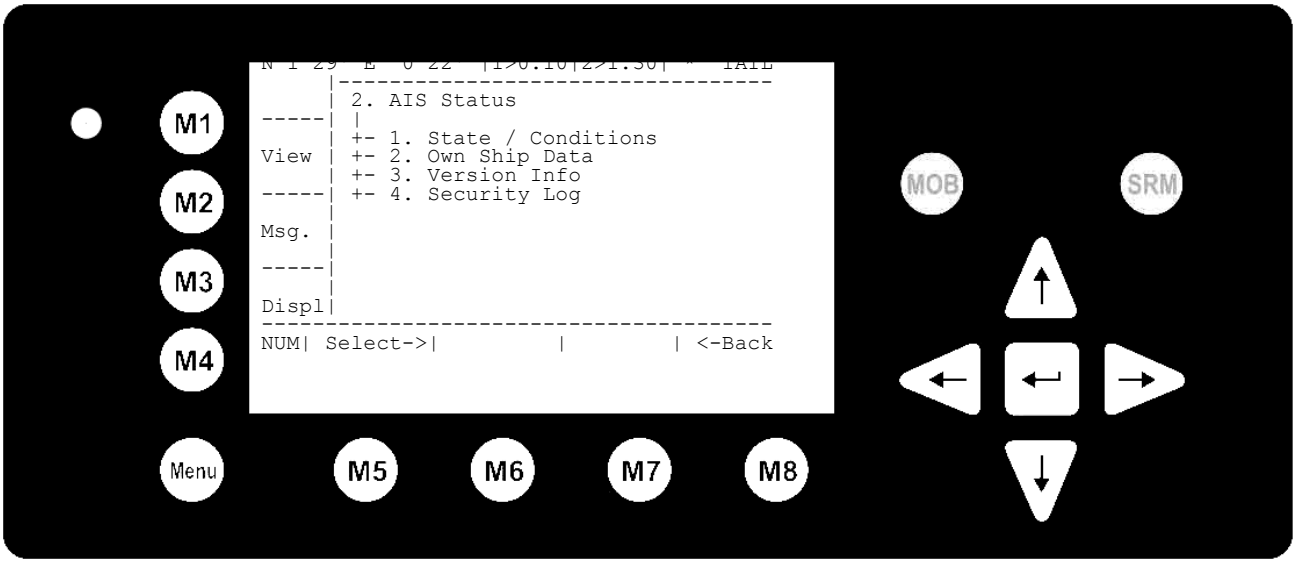
ALR – Reading Incoming Alarms:



ALR:	Information
Time	17:36
Date	11/26 (mm.dd)
POS	01/1
Message Type	ALARM
Alarm ID	30
Status	[!] Valid alarm, requiring action

3.5.2 AIS Status

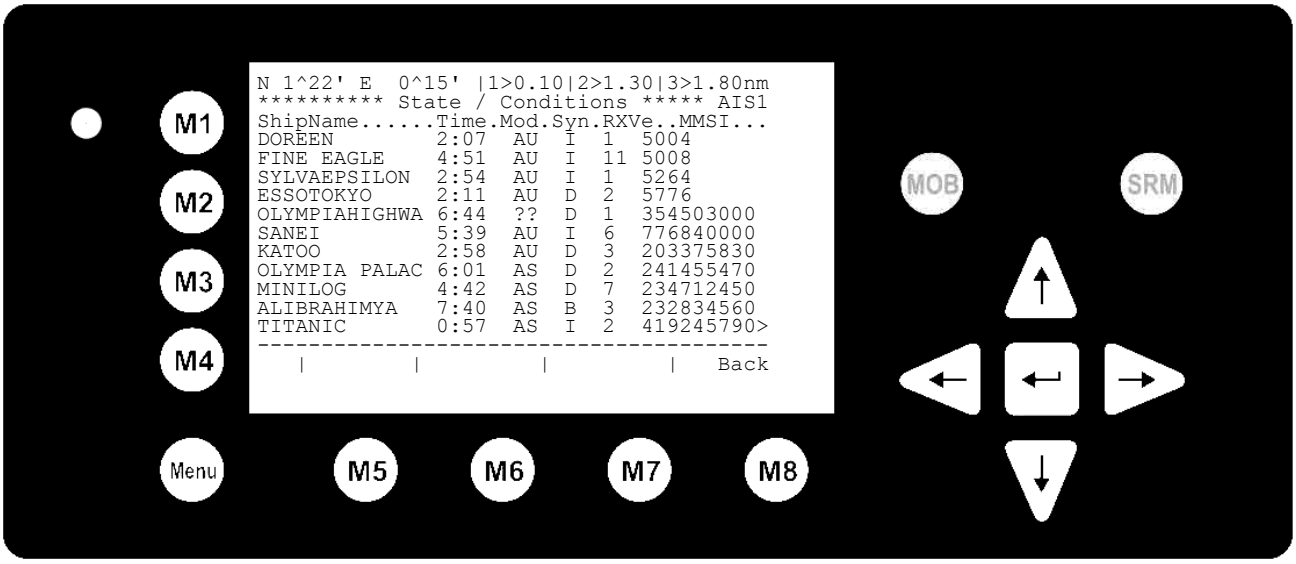
The AIS Status Menu provides a variety of information concerning own vessel settings, as well as the current AIS status of the other vessels, which are displayed in the Vessel Listing.
Version Info provides details of the actual software release currently installed. Security Log traces the downtimes of the Transponder, to ensure that periods of down time when the transponder is out of order or lacking electricity can be traced.



Dynamic Keys: AIS Status				
[M5]	**[Select]**	Confirm Submenu Selection	**[Enter]**	Confirm Submenu Selection
[M8]	**[Back]**	Return to Main Menu		

a) State / Conditions

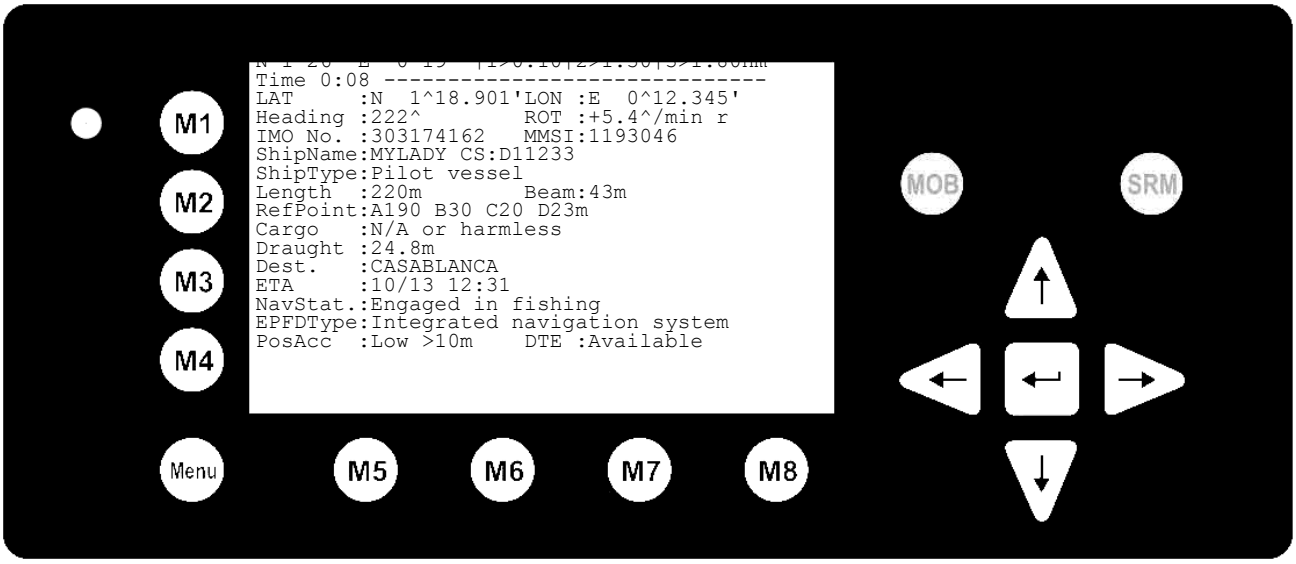
This screen provides a means to viewing the current AIS status of all vessels within receiving range. The information reported is own vessel's last AIS contact with the other vessel in the listing **(Time)**, the Transponder mode **(Mod.)**, the synchronisation status **(Syn.)** and the total number of vessels being received by each vessel in the listing **(RXVe)**. The vessel's **(MMSI)** number is also shown on the right hand side of the screen.



Mod.:	**AIS Transmission Mode**
AU	Autonomous
AS	Assigned
IN	Interrogation/Polled Mode
??	Unknown
Used Channel	AIS1, AIS2
Syn.:	**(UTC source)**
D:	UTC direct
I:	UTC indirect
B	Sync to Base
M:	Number of received stations (Sync to mobile with the most received stations) (Semaphore)
RXVe:	Total number of all received stations by the individual vessel.
MMSI:	MMSI number of the individual vessel.

b) Own Ship Data

This screen shows own Ship, and Voyage Data, which was previously input in Menu 3: Ship Settings and Menu 4: Voyage Settings.



Own Vessel Position:

LAT :S 74-50'23" LON :W 9-34'19"

Heading and Rotation of own vessel:

Heading :77^ ROT :-0.2^/min l

IMO-Number and MMSI of own vessel:

IMO No. : 90733283 MMSI: 5004

Name and CallSign of own vessel:

ShipName: MYLADY CS: D11233

Vessel Type:

Pilot vessel

Length and Beam of own vessel:

Length:310m Beam:73m

Reference Point (in meters):
This information indicates the Reference Point of the used GPS Antenna onboard the vessel.

RefPoint:A190 B120 C10 D>63m

A: 190m

B: 120M

C: 10m

D: >63m (means more than 63m in the case of a very large ship)

Vessels Cargo:
Indicates the type of cargo on board

N/A or harmless

Further Vessel Details:

Draught : 3.3m
Dest : HAWAII
ETA : 10/15 12:31
NavSt : Moored

Information on the vessel's Equipment Position Finding Device:

EPFDType: GPS

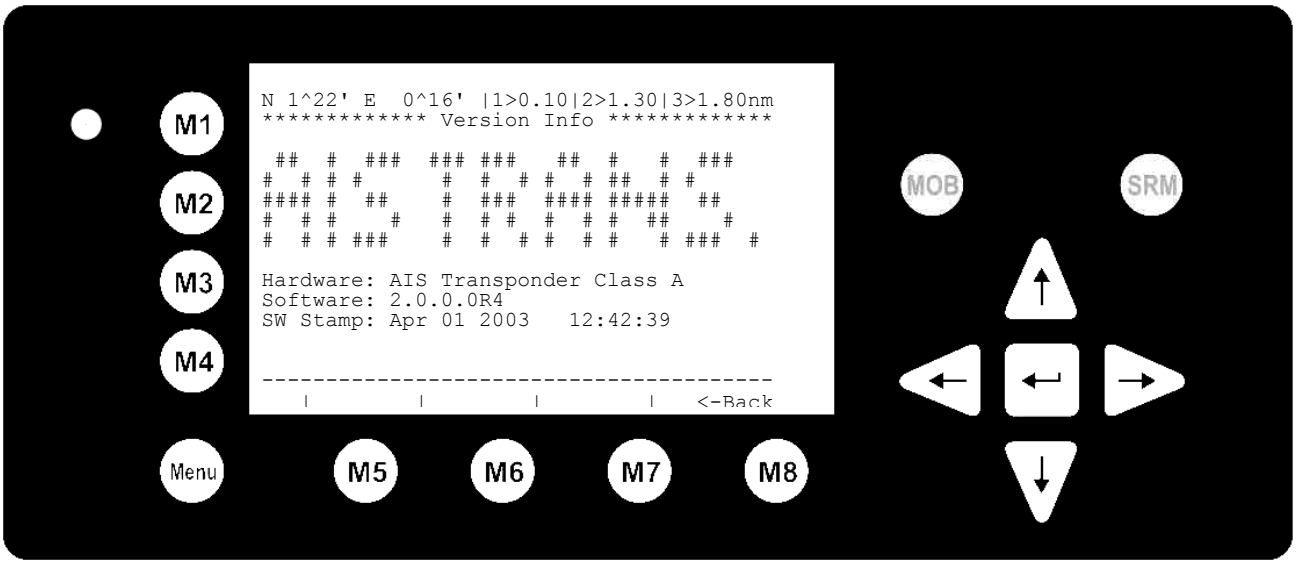
Position Accuracy and Data Terminal Equipment (DTE):

PosAcc :High <10m	DTE :Available

The accuracy of the position is higher than 10 m (= High <10m), the opposite would be less than 10m (= Low >10m). This information indicates that the vessels Transponder is connected with a user interface and can show AIS Data. This function basically ensures, that the current Transponder being used is fitted with a display and can therefore send and receive messages.
As the GlobalWatch™ UAIS is fitted with an integrated display unit, it will always show "DTE: Available".

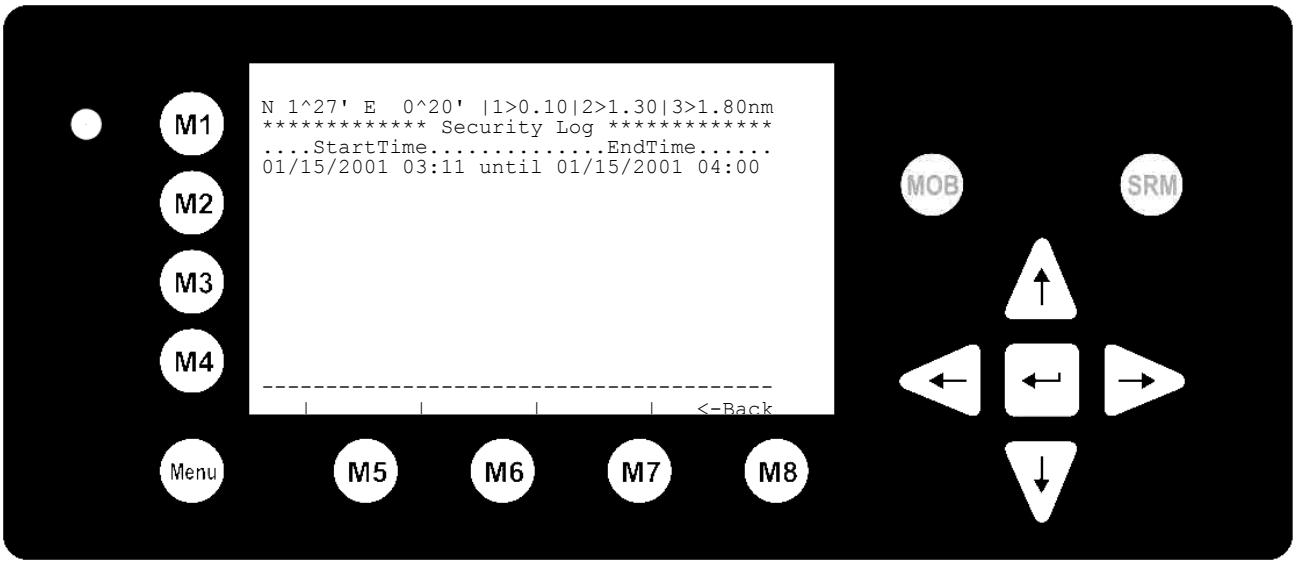
c) Version Info

This Screen shows the actual Software Release which is being run on the GlobalWatch™ UAIS.



d) Security Log

The Security Log is implemented to show the „switched off“ – times of the transponder.
In standard operation, this Log should not contain any entries.

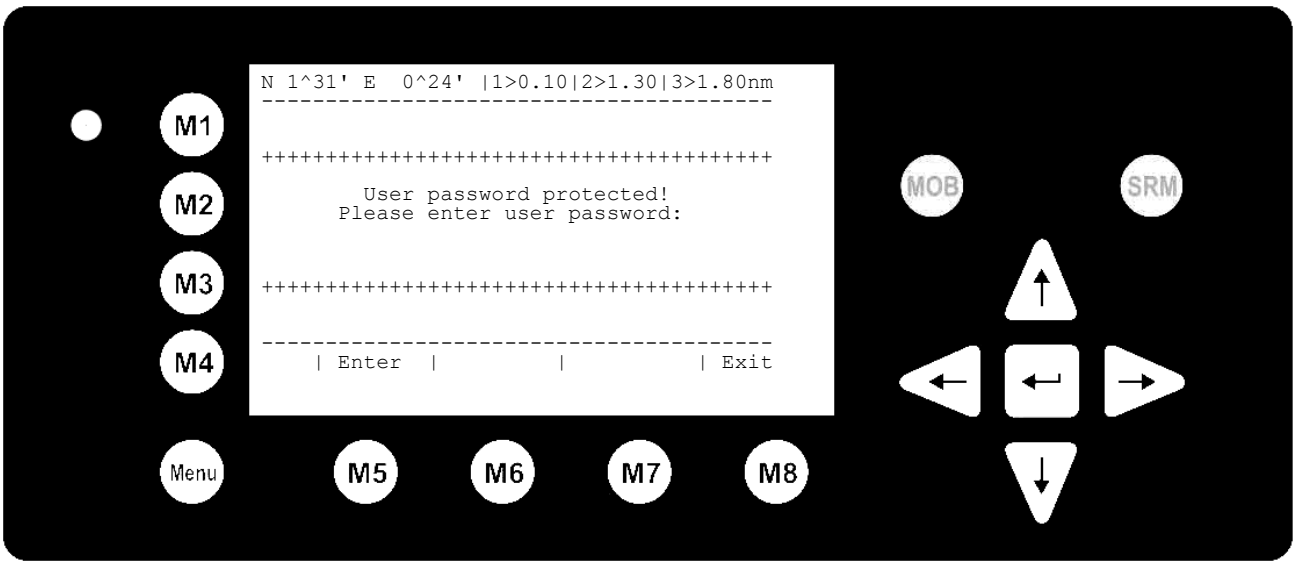


3.5.3 Voyage Settings (User Password Protected)

Note:
The default User Password is set at **"NAUT"**
It is strongly recommended to change it immediately after commencing initial transponder operation!

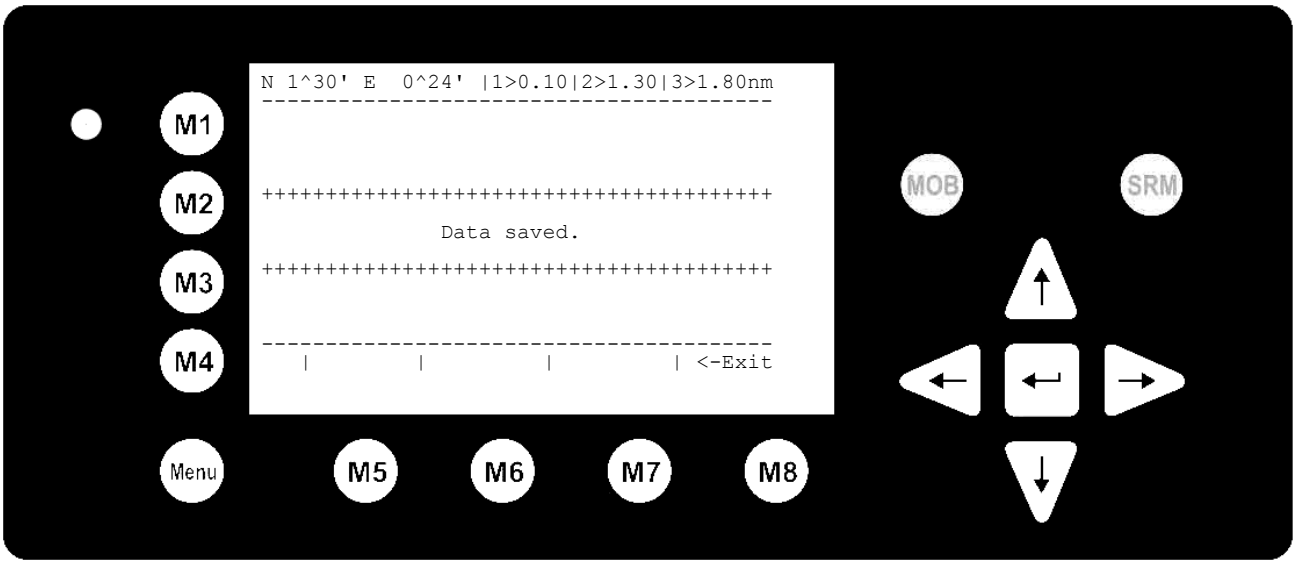
Before entering Voyage Related Data for initial GlobalWatch™ UAIS operation, it is advised to configure the User Password in:

Menu 5: Configuration
Submenu 1: Change User Password



Dynamic Keys: Voyage Settings (User Password Protected)					
[M5]	**[Enter]**	Confirm Password Input	**[M8]**	**[Exit]**	Return to Vessel Listing

After the Voyage Settings have been input and saved, this screen appears.
[Exit] takes the user back to the Main Menu.



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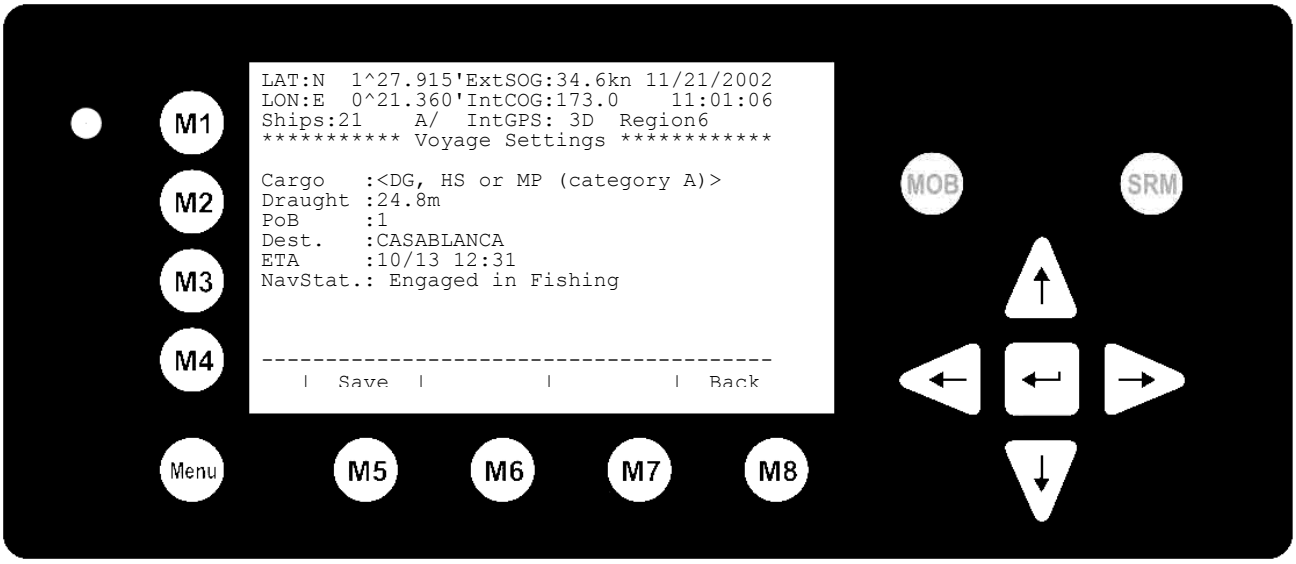
Voyage Settings Entries

After a new User Password has been set, Voyage Settings may be input. A selection is made with the cursor buttons [Up] or [Down] to reach the individual input fields. The categories “Cargo” and “NavStat” are equipped with default settings, which can be selected by pressing the [Left] or [Right] buttons.

Note: ETA is input in the following format: MMDDHHMM

The Cargo Categories are defined by the IMO (ITU-R M.1371, page 47, table 18) and correspond to the Type of Ship chosen in the Ship Settings.

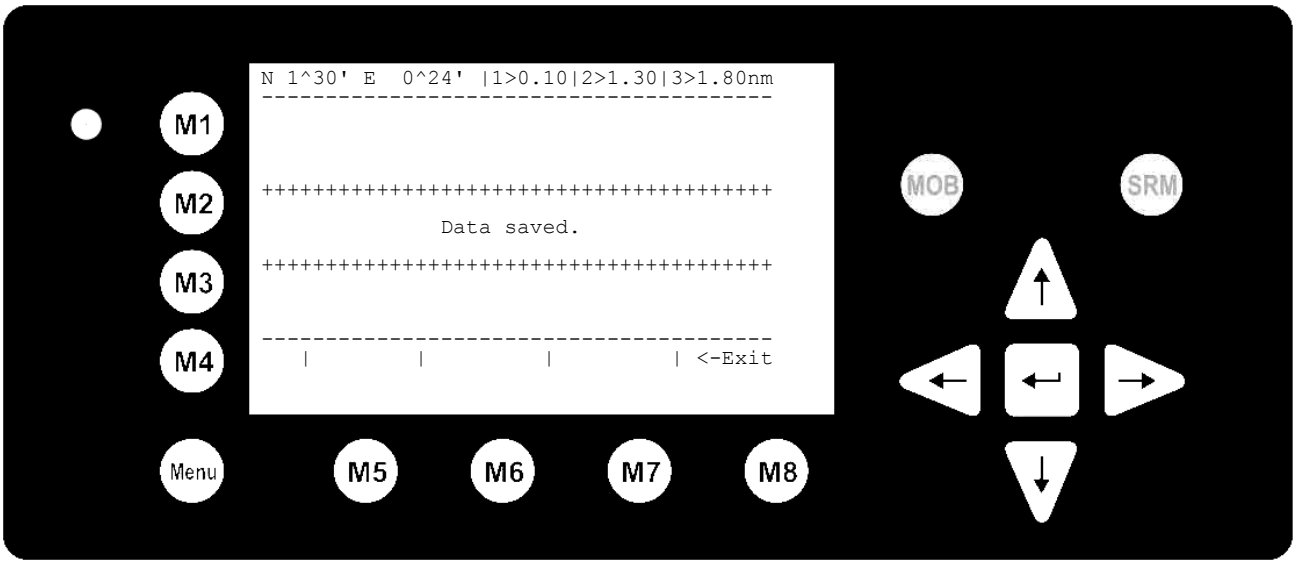
Entries, which, do not correctly correspond to the Ship Type and Cargo Category Guidelines are overlooked by the GlobalWatch™ UAIS.



Dynamic Keys: Input of Voyage Related Data					
[M5]	**[Save]**	Confirm Data Input	**[M8]**	**[Back]**	Return to Main Menu

Data Input Modes		
Voyage Setting	**Description**	**Input Modus**
Cargo	Cargo Category	**Default Setting <Selection>** N/A or harmless DG, HS or MP (category A) DG, HS or MP (category B) DG, HS or MP (category C) DG, HS or MP (category D)
Draught	Maximum present static draught	Manual input
PoB	Number of persons on board	Manual input
Dest	Destination	Manual input
ETA	Estimated Time of Arrival (ETA)	Manual input
NavSt	Navigational Status	**Default Setting <Selection>** Under way using engine, At anchor, Not under command, Restricted maneuverability, Constrained by her draught, Moored, Aground, Engaged in fishing, Under way sailing, Undefined

After the Ship Settings have been input and saved, this screen appears**.**
[Exit] takes the user back to the Main Menu.



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3.5.4 Ship Settings (User Password Protected)

After a new User Password has been set, the Ship Settings may be input. The Ship Settings are usually only set once, upon GlobalWatch™ UAIS initial operation.

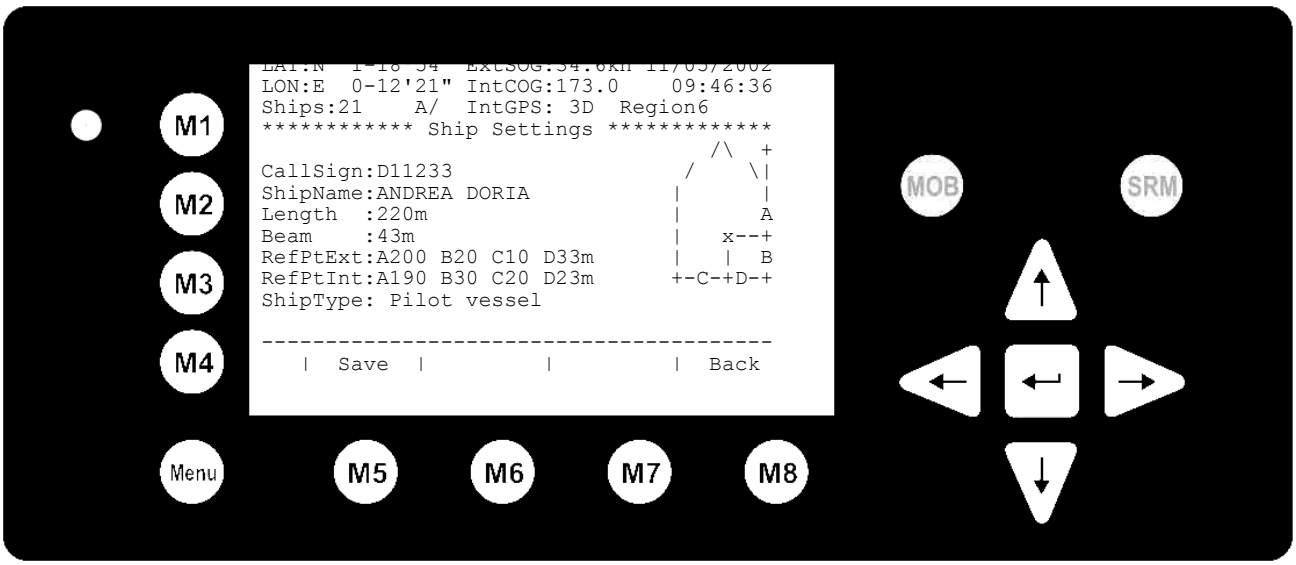
A selection is made with the cursor buttons [Up] or [Down] for input field selection. The category "ShipType" is equipped with default settings, which can be selected by pressing the [Left] or [Right] buttons.

Note:
The default User Password is set at **"NAUT"**
It is strongly recommended to change it immediately after commencing initial transponder operation!

Before entering Ship Settings for initial GlobalWatch™ UAIS operation, it is advised to configure the User Password in:

Menu 5: Configuration
Submenu 1: Change User Password

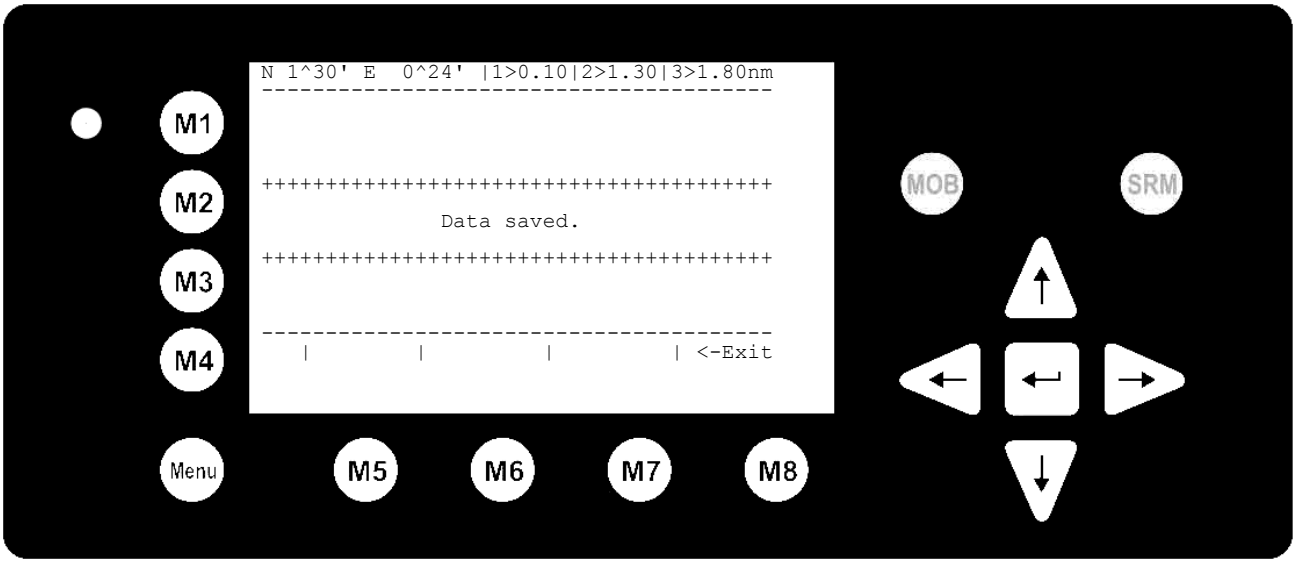
After the User Password has been set, Ship Settings may be input.



Dynamic Keys: Input of Ship Settings					
[M5]	**[Save]**	Confirm Data Input	**[M8]**	**[Back]**	Return to Main Menu

Input Modes for Ship Settings		
Ships Setting	**Description**	**Input Modus**
Call Sign	Ships Call Sign	Manual input
Ship Name	Ships Name	Manual input
Length	Length of ship	Manual input
Beam	Ship's Beam	Manual input
RefPntExt:	Position reference points for external positioning device (GPS antenna)	Manual input
RefPntInt:	Position reference points for GPS antenna	Manual input
Ship Type	Ship Type according to IMO Regulations:	**Default Setting <Selection>** N/A or no ship WIG Vessel Vessel-Fishing Vessel-Towing Vessel-Tow>200mbreadth>25m Vessel-Dredg.underwater op. Vessel-Diving operations Vessel-Military operations Vessel-Sailing Vessel-Pleasure craft HSC Special craft Pilot vessel Search and rescue vessel Tug Port tender Anti-pollution vessel Law enforcement vessel Medical transport Resolution No 18 (Mob-83) Passenger ship Cargo ship Tanker Other

After the Ship Settings have been input and saved, this screen appears.
[Exit] takes the user back to the Main Menu.



GPS Antenna Mounting
It is important to input the exact mounting position of the GPS Antenna on the vessel as this influences the accuracy of the displayed target in an ECDIS.

(RefPntExt:) = The position of any external positioning device (GPS Antenna) used as primary position source.

(RefPntInt:) = The position of the GPS Antenna (fallback device in case primary source is disabled).

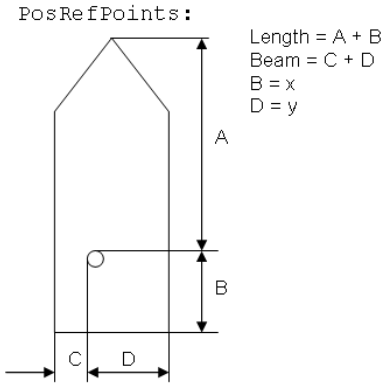
After antenna installation, the distance from the sides must be measured and input.
Either the distance from the vessel's bow (a) or the stern (b) and starboard (d) and backboard (c) are required.

e.g. A vessel with the following dimensions:

Length: 100m
Beam: 20m

Input: **A90C5 - then press Enter or**
B10D15 - then press Enter

Result:
RefPtExt: A90 B10 C5 D15m



The GlobalWatch™ UAIS automatically calculates the missing distances (a) or (b) and (c) or (d) - based on the vessel's length and beam.

Note:
When receiving position data from large vessels, it should be considered that the position refers to the antenna mounting point upon the vessel. To ensure accurate navigation, the antenna reference points (see Other Vessels Details) should be taken into consideration when determining the vessels position.

Also, the electronic chart display in use should be programmed to consider the antenna reference points. Traffic images are represented in true distances only when all displayed targets, including own vessel, are working with AIS position information, which considers Antenna reference points.

Sample:
Display:
CallSign = D11233
ShipName = M/V TUGELA
Length = 20m
Beam = 30m
RefPointExt = A170 B30 C15 D15m (location of the external GPS antenna)
RefPointInT = A170 B30 C9 D11m (location of the internal GPS antenna)
ShipType = Tug

With the up/down keys you may move from line to line and input the correct data. The last line “ShipType:“ must be selected by actuating the left/right keys out of the pool of all possible types. Actuate “Enter↵

Special is the setting of the GPS antenna position:
The first settings which have to be entered are Length and Beam of the ship in meters.
Next step: enter 2 values more per location to specify the distance from the bow and from the side.
Distances are to be set in meters.
A = the distance from bow to the antenna
B= the distance from the antenna to the stern
C = the distance from the port side to the antenna
D = the distance from the antenna to the starboard side

Example: Length =200m, A = 160m, Beam = 30m, D = 15m
Move with Up/down keys to the Length line. Type 200, actuate “Enter↵
Move one line down. Type 30, actuate “Enter↵
RefPtExt and RefPtInt both show “N/A” now.
Only one of the length values A or B must be entered and one of the width values C or D.
For our example in the RefPtExt – line type as follows:

A160D15 (without spaces)

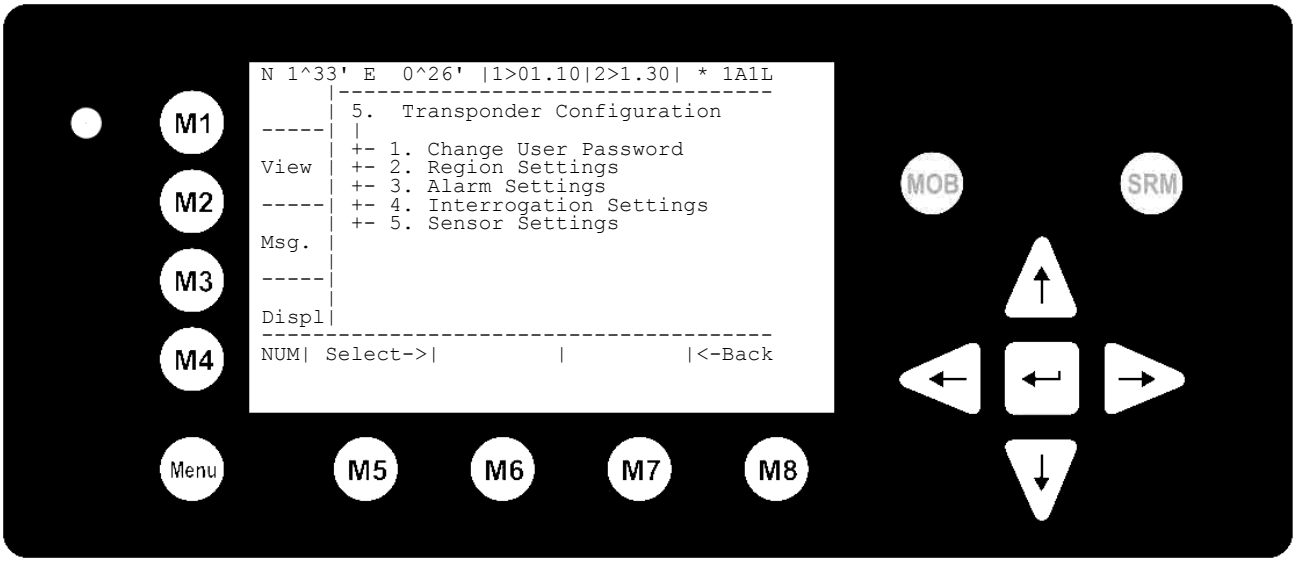
Actuate “Enter↵
The full line as shown will be displayed: RefPtExt: A160 B40 C15 D15m
B and C are calculated by the AIS.
Do the same with the RefPtInt – line
Actuate soft key “Save”
Display: Data Saved

3.5.5 Transponder Configuration (User Password Protected)

The Configuration Menu allows the user to alter the hardware-based parameters. User Password Configuration is also undertaken here.

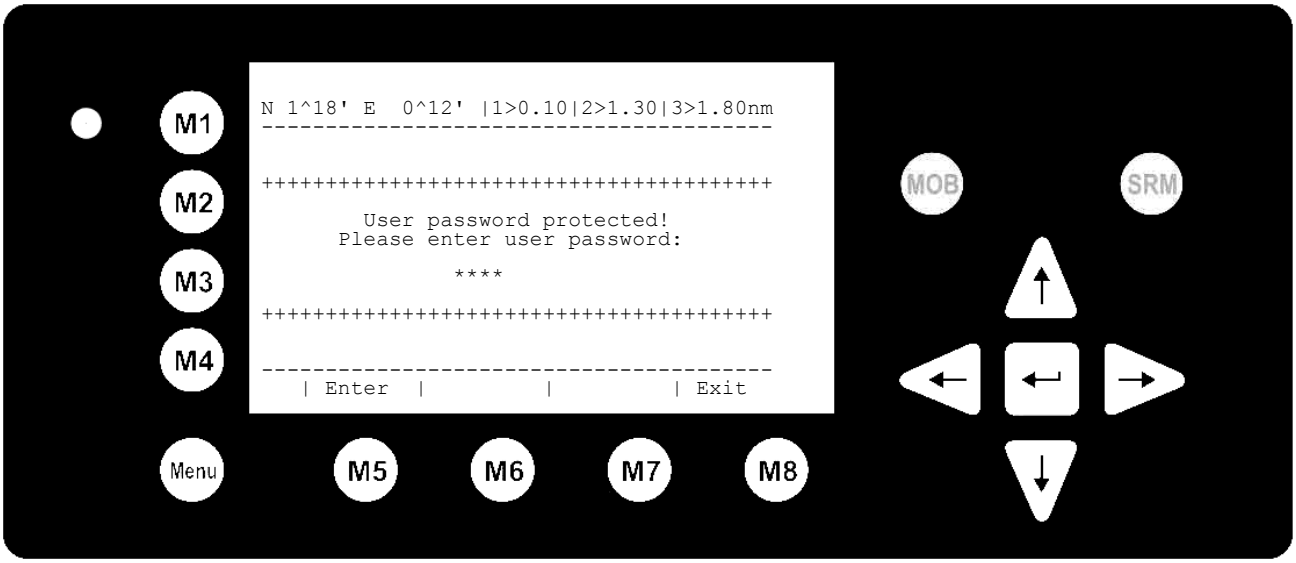
Accessing the Configuration Settings:
The Configuration Menu is User Password protected.

Note:
The default User Password is set at **"NAUT"**
It is strongly recommended to change it immediately after commencing initial GlobalWatch™ UAIS operation!



Dynamic Keys: Transponder Configuration					
[M5]	**[Select]**	Select desired Submenu	**[M8]**	**[Back]**	Return to Main Menu

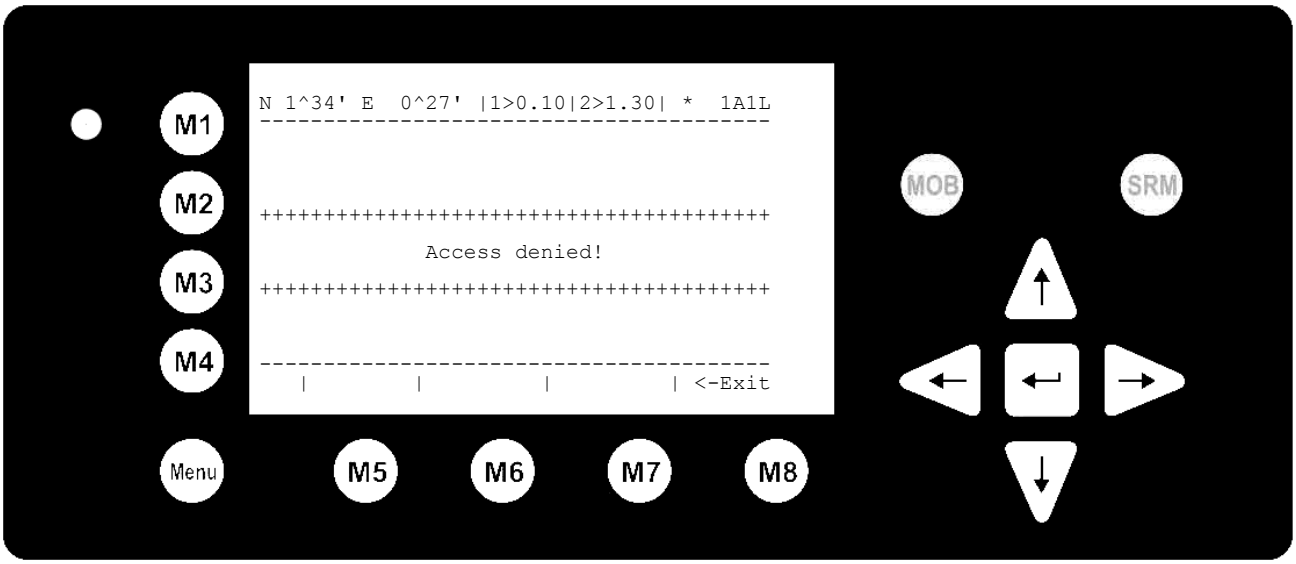
Accessing the Configuration Menu with the default User Password “**NAUT**”
The letters of the Password appear as * when being input on the screen.



Dynamic Keys: Input of Default User Password to Access Configuration					
[M5]	**[Enter]**	Confirm Default User Password Input	**[M8]**	**[Exit]**	Return to Vessel Listing

Incorrect User Password Input

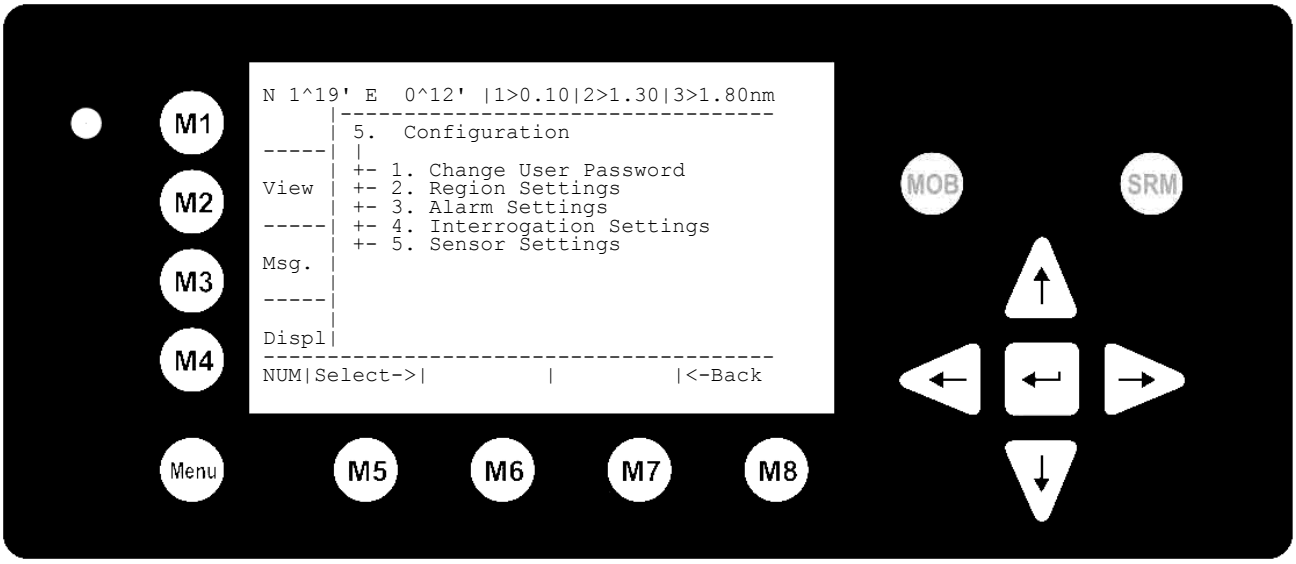
If the incorrect User Password is input, the screen below appears.

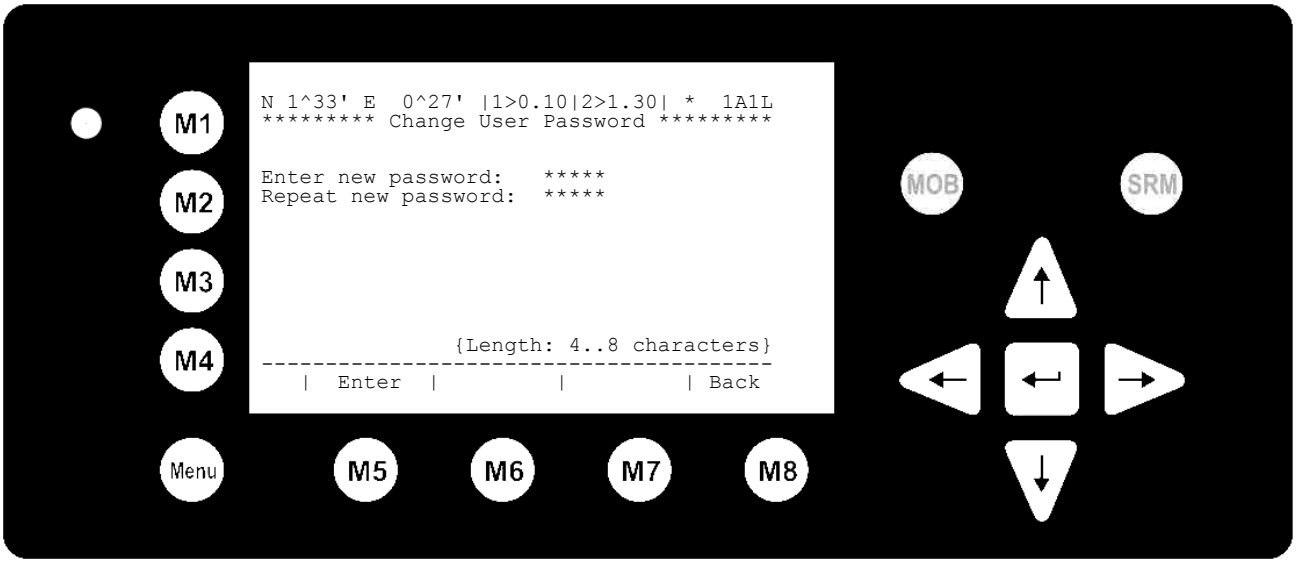


Dynamic Keys: User Password Input (Access Denied)		
[M5]	**[Exit]**	Return to Vessel Listing

a) Change User Password (for initial GlobalWatch™ UAIS Operation)

It is strongly recommended to change the default User Password upon initial GlobalWatch™ UAIS operation.
The new User Password can be between 4 - 8 characters in length, and is not case sensitive.

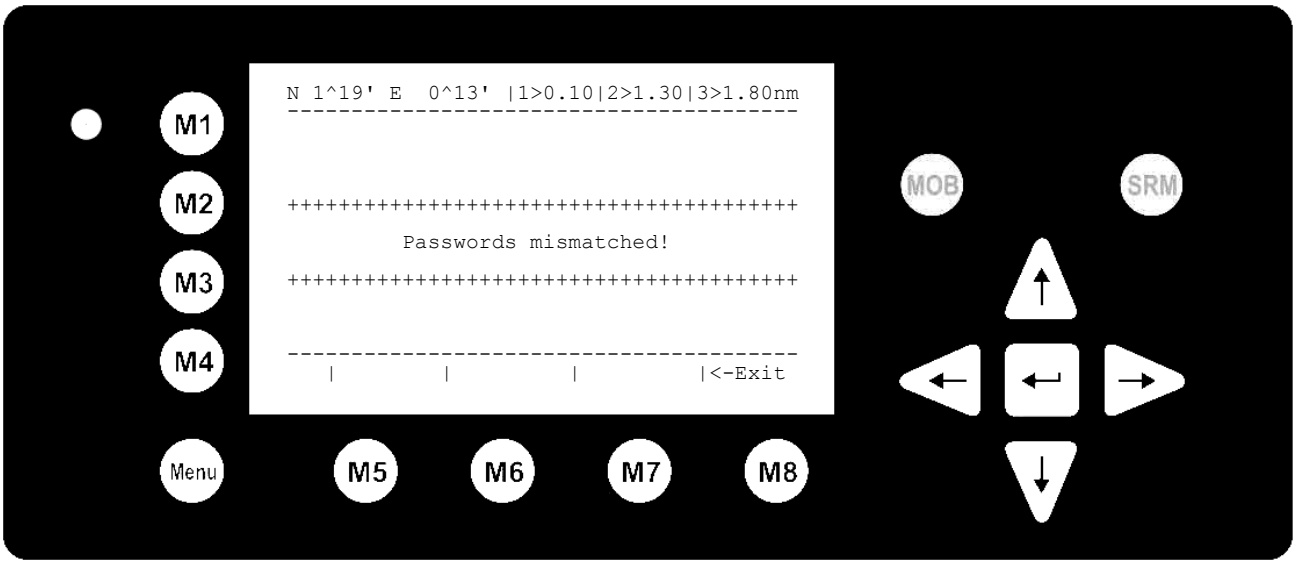




Dynamic Keys: Initial User Password Setting					
[M5]	**[Enter]**	Confirm User Password Input	**[M8]**	**[Back]**	Return to Menu Configuration

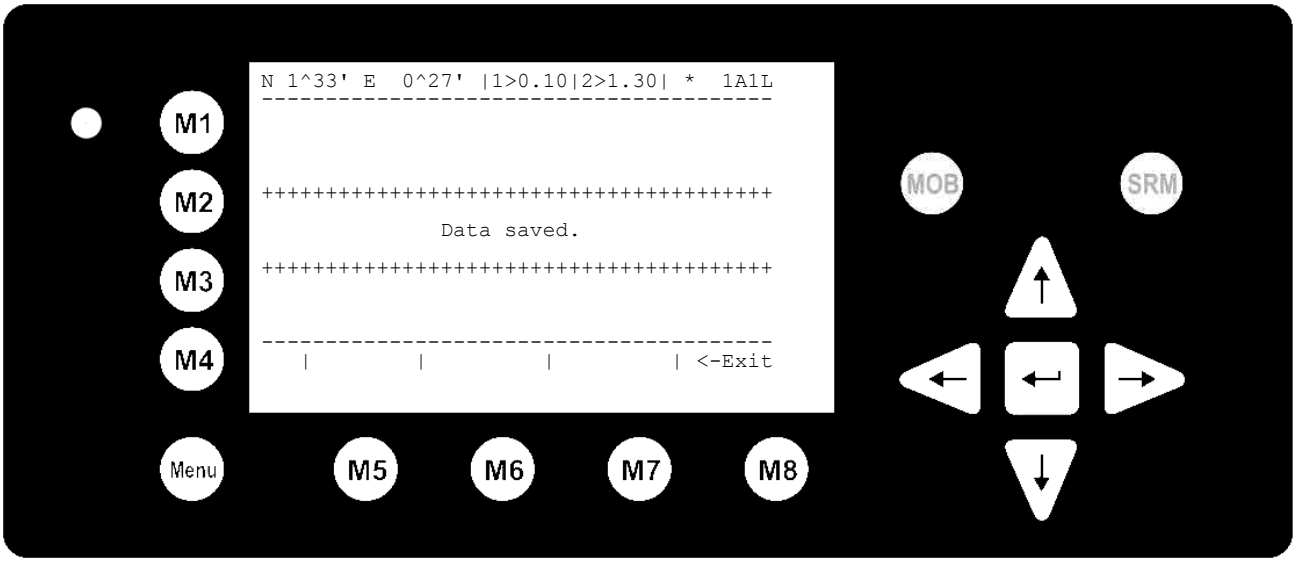
This screen appears if the new User Passwords are mismatched - i.e. the New User Password and the Repeated New User Password are not identical.

In this case, it is possible to re-input both the New and Repeated User Passwords again. [Exit] takes the user back to the User Password Input Screen.



Dynamic Keys: User Password Input (Password Mismatched)		
[M5]	**[Exit]**	Return to Password Input Screen

The new User Password configuration has been saved.



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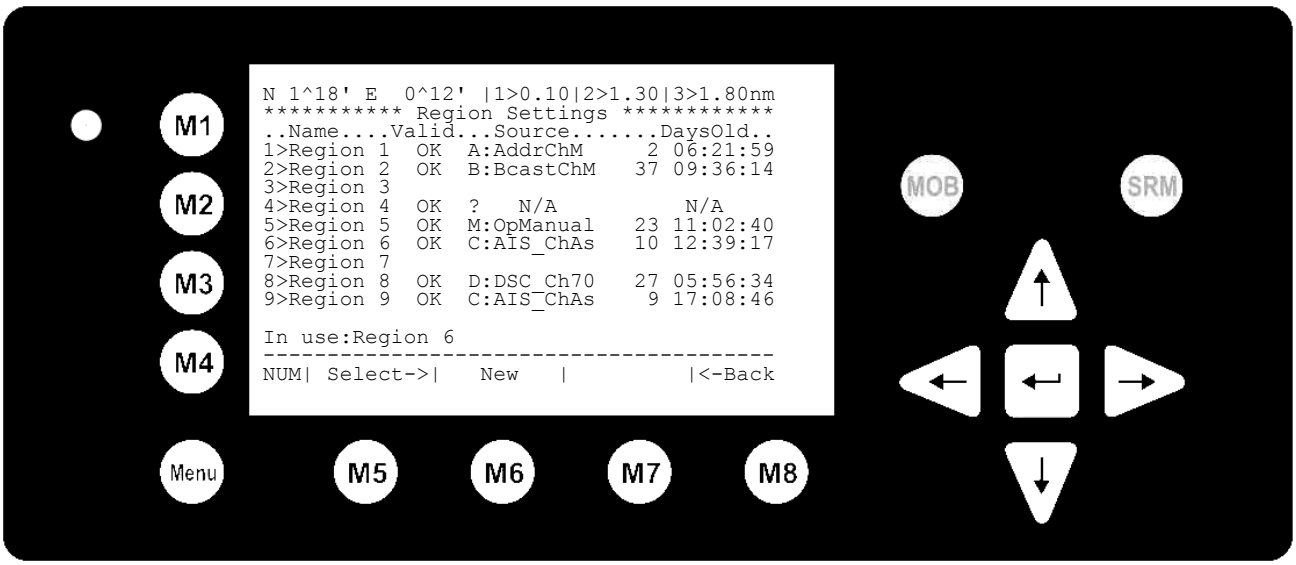
b) Region Settings

A Region is a defined area, with specific VHF parameters, which are sent out by Vessel Traffic Service Stations (VTS), and received via Digital Selective Calling (DSC) or AIS.

The screen shows a list of Regions, and their input sources. When the vessel enters into one of the pre-defined Regions, the GlobalWatch™ UAIS automatically switches to the relevant Region Setting. If a Region Number is vacant, then the relevant Region Name Slot is currently unoccupied.

Tip**:** For fast Region Selection, press the Region Number on the keyboard and the selected region is immediately displayed.



Dynamic Keys: Region Settings				
[M5]	**[Select]**	Confirm Region Number Selection	**[Back]**	Return to Menu Configuration
[M6]	**[New]**	Create New Region		

Overview of Region Settings		
Name	Region Number	Number of pre-defined Region
Valid	OK	Status of Region Setting - OK: Stored and Valid
Source	A:AddrChM	A: Addressed Channel Management (Msge. 22) Source: VTS via AIS
	B:BcastChM	B: Broadcast Channel Management (Msge. 22) Source: VTS via AIS
	C:AIS_ChAs	C: AIS Channel Assignment Sentence Source: Manual ECDIS Input
	D:DSC_Ch70	D: Channel 70 Telecommand Source: Digital Selective Calling
	M:OpManual	M: Operator Manual Input Source: Via Display
DaysOld	Period of time Region Setting is stored	Days, hours, minutes, seconds (dd hh:mm:ss)
In use	Region 6	Region Setting of vessel current operation

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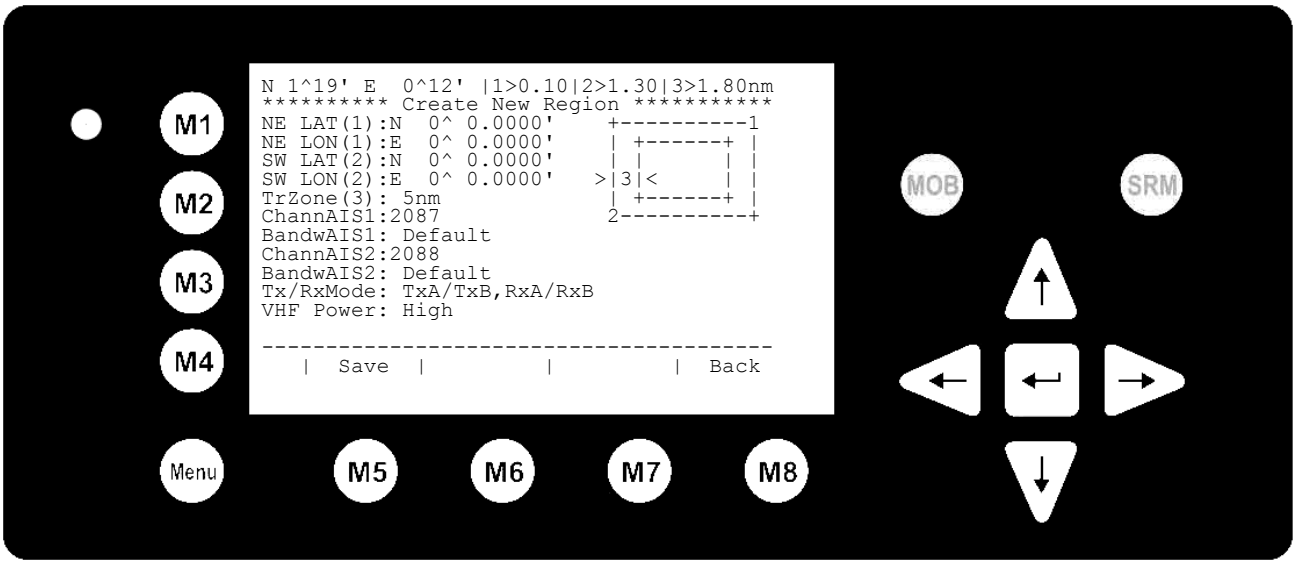
Creating a New Region

Parameters for setting up a new Region can be entered and saved here.



Dynamic Keys: Initial User Password Setting					
[M5]	**[Save]**	Confirm Region Data Input	**[M8]**	**[Back]**	Return to Region Listing

Inputting Region Settings: Mode of Latitude and Longitude Input:
Example: 44 Degrees, 13.1234 minutes, North
Input Format: N 44-13.1234

Input Modes for New Regions			
Data Field	**Field Description**	**Input Modus**	**Additional Information**
NE LAT(1)	Latitude N/E corner	Manual Input	Degrees and minutes
NE LON(1)	Longitude of N/E corner	Manual Input	Degrees and minutes
SW LAT(2)	Latitude of S/W corner	Manual Input	Degrees and minutes
SW LON(2)	Longitude of S/W corner	Manual Input	Degrees and minutes
TrZone(3)	Transitional Zone Size	<Selection>	Nautical Miles
ChannAIS1	Primary AIS Channel	Manual Input	Channel Number
BandwAIS1	Bandwidth for Primary AIS Channel	<Selection>	Default Setting as defined by the channel number
ChannAIS2	Secondary AIS Channel	Manual Input	Channel Number
BandwAIS2	Bandwidth for Secondary AIS Channel	<Selection>	Default Setting as defined by the channel number
Tx/RxMode	Channel Modes	<Selection>	Tx : Transmitting Mode Rx: Receiving Mode
VHF Power	VHF Power Settings	<Selection>	**Low** = 2 Watt (Default for Ports) **High** = 12,5 Watt (Default for High Sea Regions)

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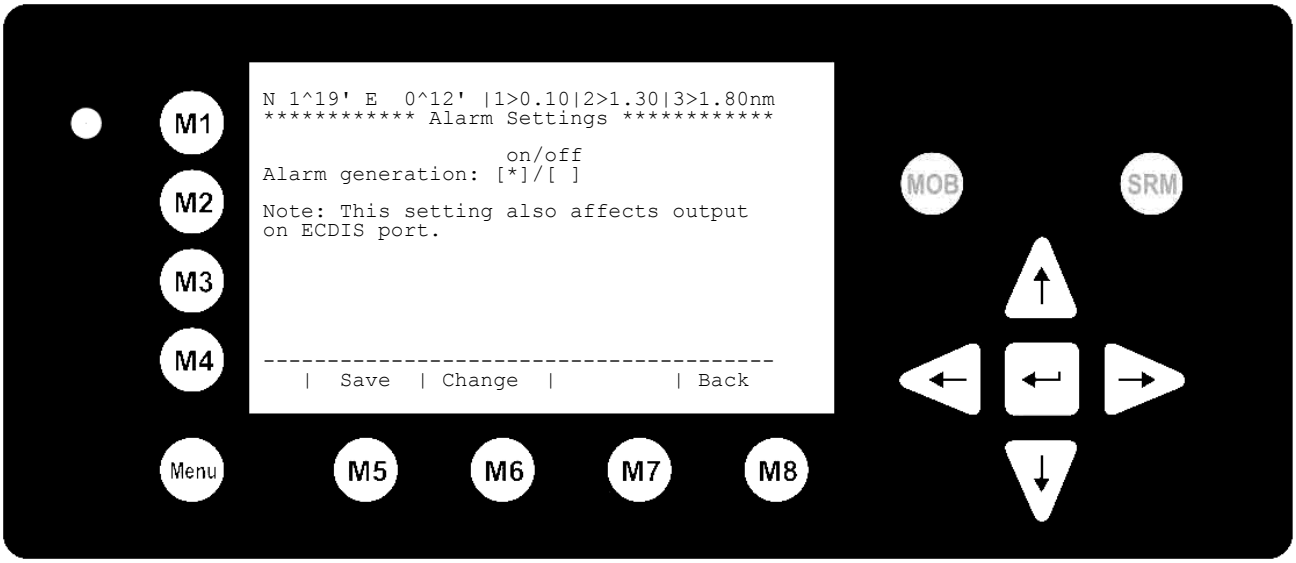
c) Alarm Settings

This screen allows the user to enable or disable the generation and display of Alarms. Alarms are displayed in the Alarm Inbox (see Menu 1:Messages, Submenu 5: Inbox ALR) and on the ECDIS screen.

Note:
It is highly recommended to enable the Alarm Function.



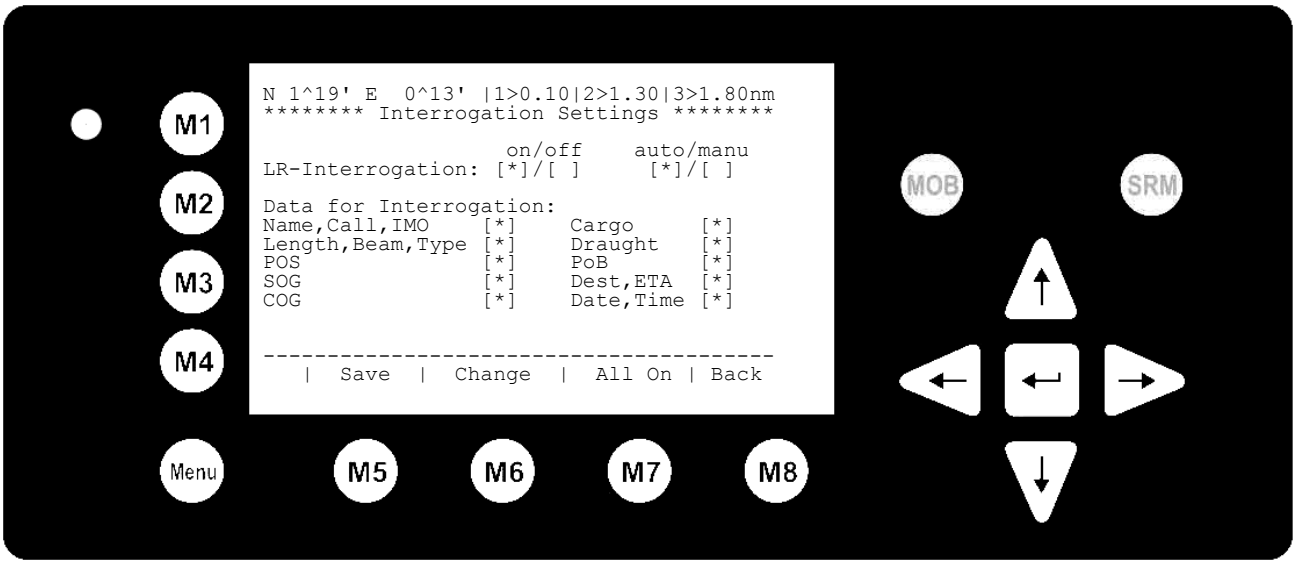
Dynamic Keys: Alarm Settings				
[M5]	**[Save]**	Save Alarm Settings	**[Back]**	Return to Submenu Configuration
[M6]	**[Change]**	Configure Alarm Generation (on/off)		

Overview of Alarm Types			
ID	**Description Text**	**Cause/Source**	**System Reaction / Remedy**
01	AIS: Tx malfunction	VHF Antenna, cabling	**Reaction**: The transponder unit stops transmission. If Alarm ID 01 and ID 02 are simultaneously displayed, then a major antenna problem has arisen. **Remedy**: Check if the antenna is AIS compatible (156-162 MHz) and if the antenna cabling has a short circuit or is missing any contacts at the connectors. If the ID 01 is displayed as a stand-alone message, then the unit requires replacing.
02	AIS: Antenna VSWR exceeds limit (VSWR - Voltage Standing Wave Ratio)	VHF antenna, Installation	**Reaction**: The transponder unit continues transmission. **Remedy**: Check the antenna and the antenna cabling (RG214 / 50 Ohm cable required).
03	AIS: Rx channel 1 malfunction	Internal error	**Reaction**: The transponder unit stops transmission on the affected channel, **Remedy**: If this alarm reoccurs regularly, then the transponder unit requires replacing.
04	AIS; Rx channel 2 malfunction		
05	AIS: Rx channel 70 malfunction		
06	AIS: General failure	Internal error	**Reaction**: The transponder unit stops transmission. **Remedy**: The transponder unit requires replacing.
25	AIS; External EPFS lost (EPFS = electronic Position Fixing System such as GPS)	No valid data on Ch1, Ch2 or Ch3 is available	**Reaction**: The transponder unit continues operation using the position data of the internal GPS. If there is no valid position data available from the internal GPS, error 026 is additionally displayed. **Remedy**: ID 25 indicates that the sentences GLL, GNS, GGA, RMC cannot be received. Check the sensor and the cabling; check if the system that delivers the data is working. Check the baud rate settings of the sensor inputs. AIS requires the protocol NMEA 0183 V3.0!
26	AIS: No sensor position in use	No valid position from internal GPS or external position sensor	**Reaction**: The transponder unit continues operation. **Remedy**: Check the sensor cabling and the antenna of the internal GPS sensor.
29	AIS: No valid SOG information	No valid data from external speed sensor or internal GPS	Reaction: The transponder unit continues operation and displays SOG: N/A Remedy; The sentences VBW, VTG, RMC cannot be received. Check the sensor and the cabling; check if the system that delivers the data is working. Check the baud rate settings of the sensor inputs. AIS requires the protocol NMEA 0183 V3.0!
30	AIS: No valid COG Information	No valid data from external sensor or internal GPS	Reaction: The transponder unit continues operation and displays COG: N/A Remedy: The sentences VBW, VTG, RMC cannot be received. Check the sensor and the cabling, check if the system that delivers the data is working. Check the baud rate settings of the sensor inputs. AIS requires the protocol NMEA 0183 V3.0!
32	AIS: Heading lost/invalid	No valid data from external sensor (Gyrocompass)	Reaction: The transponder unit continues operation Remedy: The sentence for HDT cannot be received. Check the sensor and the cabling, check if the system that delivers the data is working. Check the baud rate settings of the sensor inputs. Mention AIS accepts true heading only (no magnetic).
35	AIS: No valid ROT Information	No ROT indicator is used. No valid data from external sensor	Reaction: The transponder unit continues operation Remedy: The sentence for ROT cannot be received. If a Rate Of Turn indicator is not in use, then it suffices to just acknowledge the alarm. The Alarm Status will store the information that no ROT sensor is available. Otherwise, check the sensor and the cabling. Check if the system that delivers the data is working. Check the baud rate settings of the sensor inputs. AIS requires the protocol NMEA 0183 V3.0!

d) Interrogation Settings

This screen allows settings for modes of response to Long Range Interrogation Requests (LRI).
It is possible to set the AIS station to respond automatically or manually to LR Interrogations, and determine which vessel data may be interrogated. It is further possible to reply to incoming LRI's.

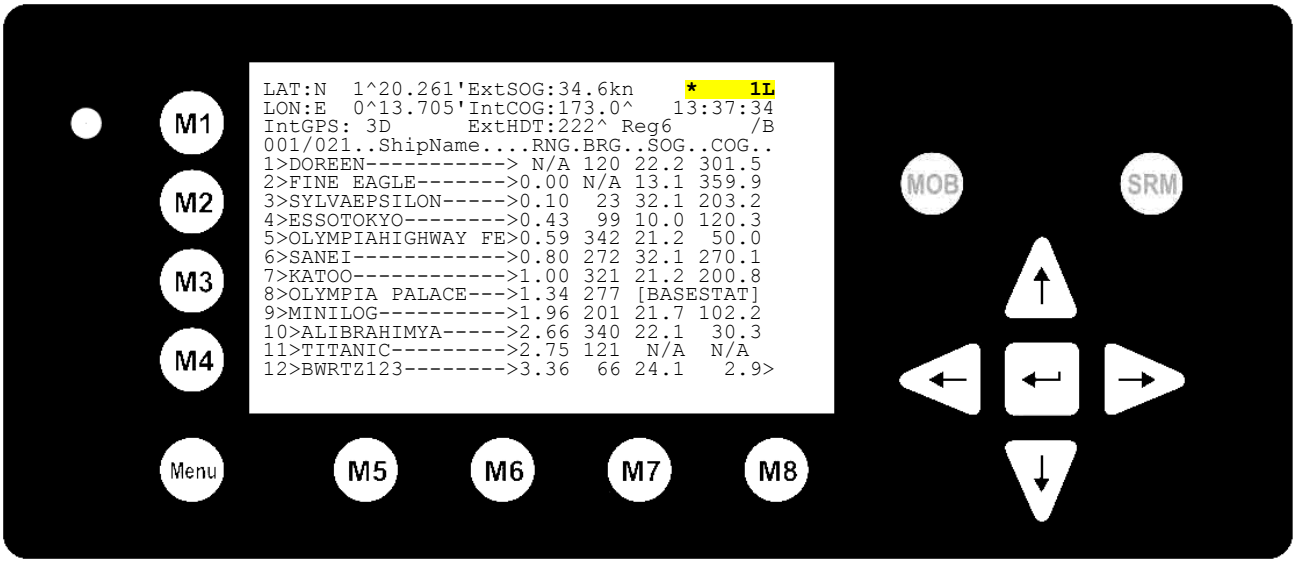
Long Range Interrogation Settings:

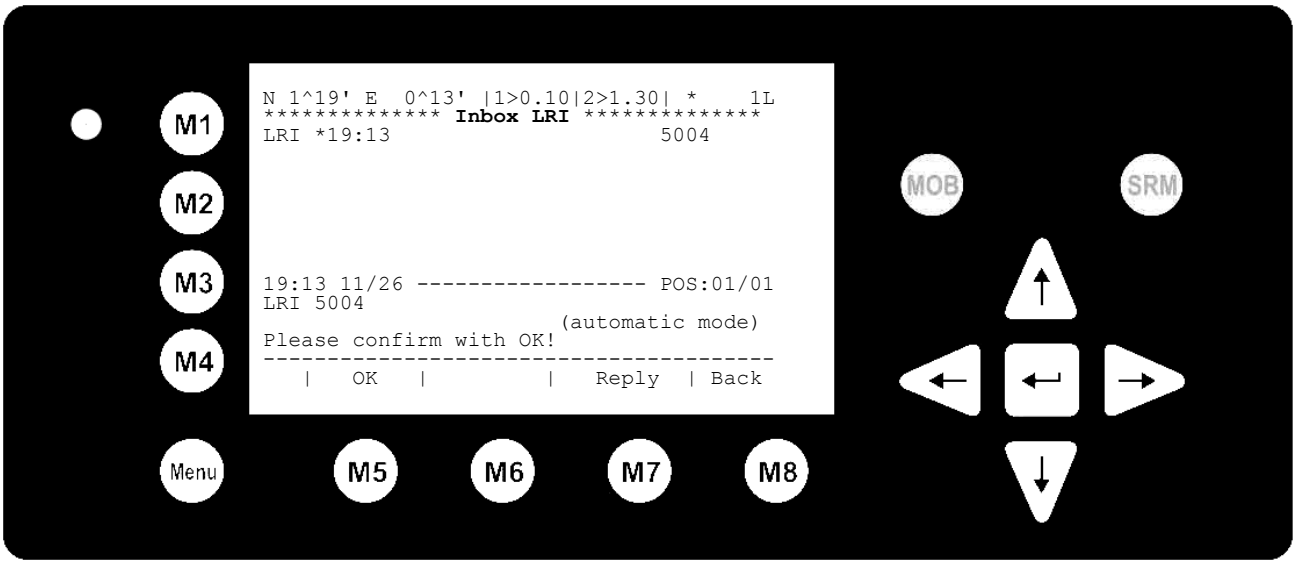


Dynamic Keys: LR Interrogation Settings				
[M5]	**[Save]**	Save LRI Settings	**[Up] / [Down]**	Select Data Field for Configuration
[M6]	**[Change]**	Enable or Disable selected Field for Interrogation	**[Enter]**	Select Data Field for Configuration
[M7]	**[All On]**	Configure All Data for Interrogation	**[Left] / [Right]**	Enable or Disable selected Field for Interrogation
[M8]	**[Back]**	Return to Menu Configuration		

Replying to a Long Range Interrogation Request:

The arrival of an LRI is shown in the Navigation Screen (top right hand corner: *** 1L**)
The detailed LRI is automatically stored in Menu 1:Messages, Submenu: 6 Inbox LRI, where the request can be read and replied to.

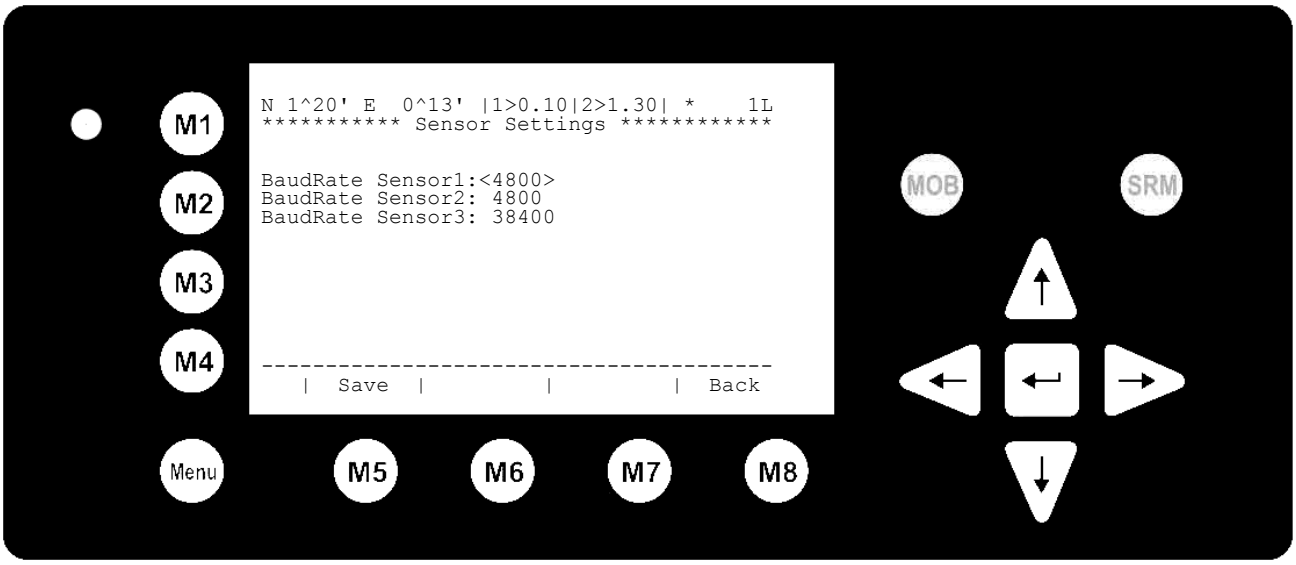




Dynamic Keys: Replying to a LR Interrogation					
[M5]	**[OK]**	Notifies User of current interrogation	**[M8]**	**[Back]**	Return to Vessel Listing
[M7]	**[Reply]**	Display Message Editor for LRI Reply			

SENSOR SETTINGS

The screen provides the means to switch the sensor speeds. It allows the user to change sensor interfaces from IEC61162-1 to IEC61162-2 settings. The data input fields are fitted with default values. The [Up], [Down] buttons are used for menu navigation, the [Left] or [Right] buttons for default data input.



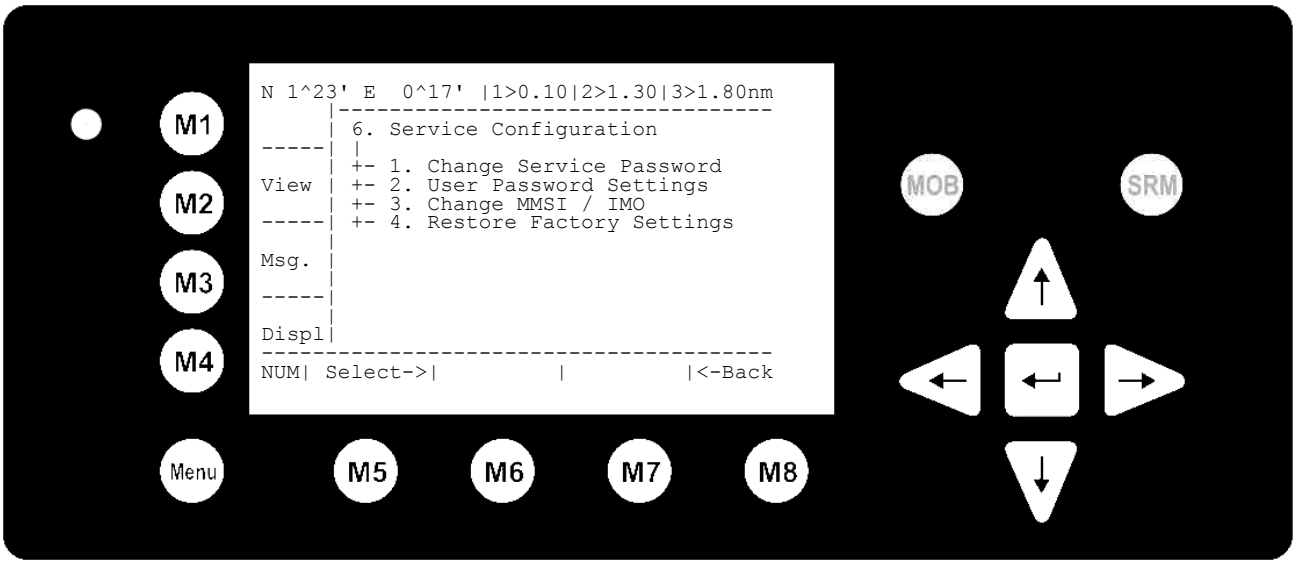
Dynamic Keys: Sensor Settings					
[M5]	**[Save]**	Save Data Input	**[M8]**	**[Back]**	Return to Menu Configuration

3.5.6 Service Configuration (Service Password Protected)

The Service Configuration Menu allows initial configuration of the Service Password, Password Settings (on/off), MMSI/IMO Numbers and the option of resetting the GlobalWatch™ UAIS to Factory Settings.

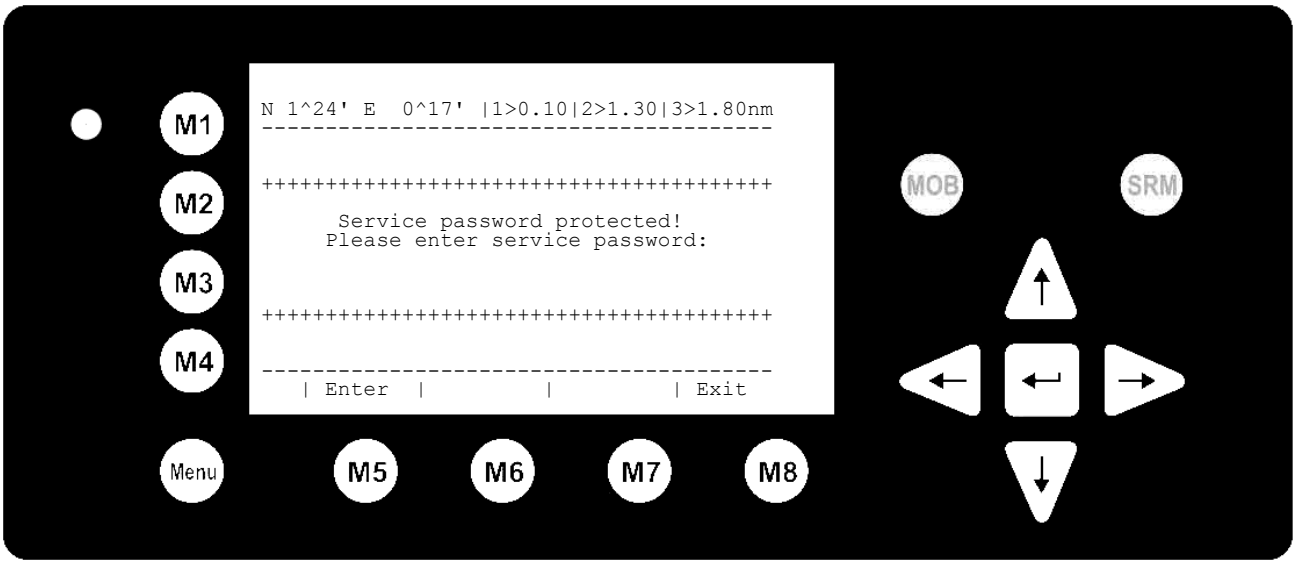
The Service Password is required in order to enter the Service Configuration Menu. This is a higher security level than can be reached with the User Password and therefore ensures that the Service Configuration is protected, and limited to authorized service personnel.

Note:
The default Service Password is set at **"NAUT"**
It is strongly recommended to change it immediately after commencing initial GlobalWatch™ UAIS operation!



Dynamic Keys: Service Configuration				
[M5]	**[Select]**	Confirm Submenu Selection	**[Enter]**	Confirm Submenu Selection
[M8]	**[Back]**	Return to Main Menu		

After entering the Default Service Password “**NAUT**”, in the password query, the Service Configuration Menu may be accessed. In this menu it is possible to configure both the Service Password and the User Password Settings, as well as input the MMSI/IMO Numbers and reset the to Factory Settings.



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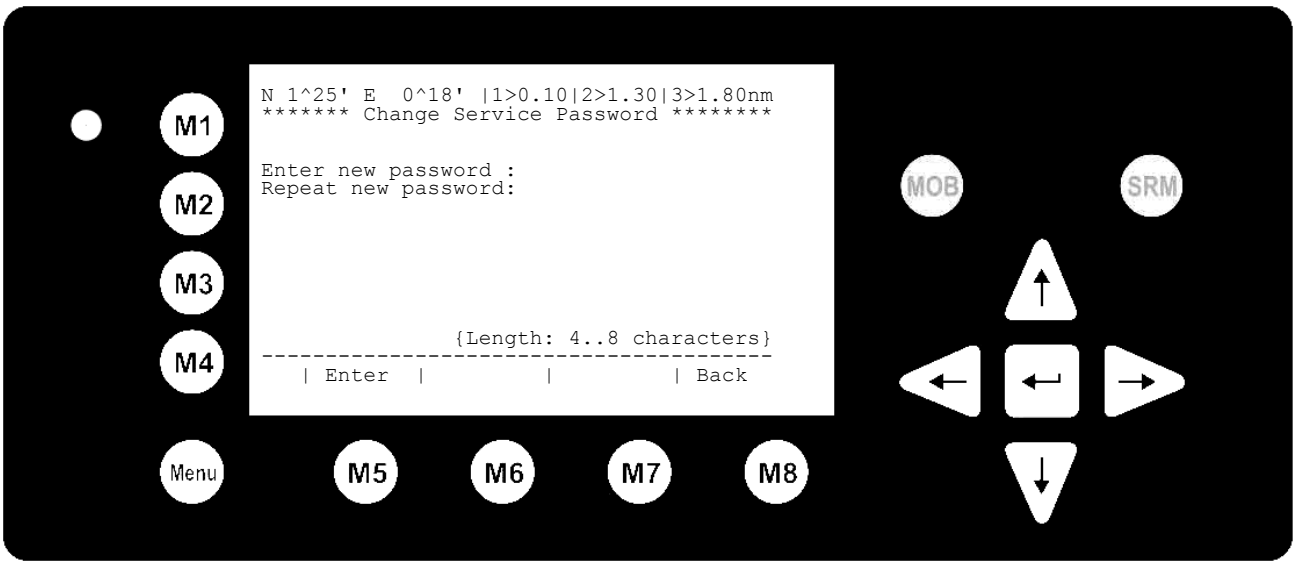
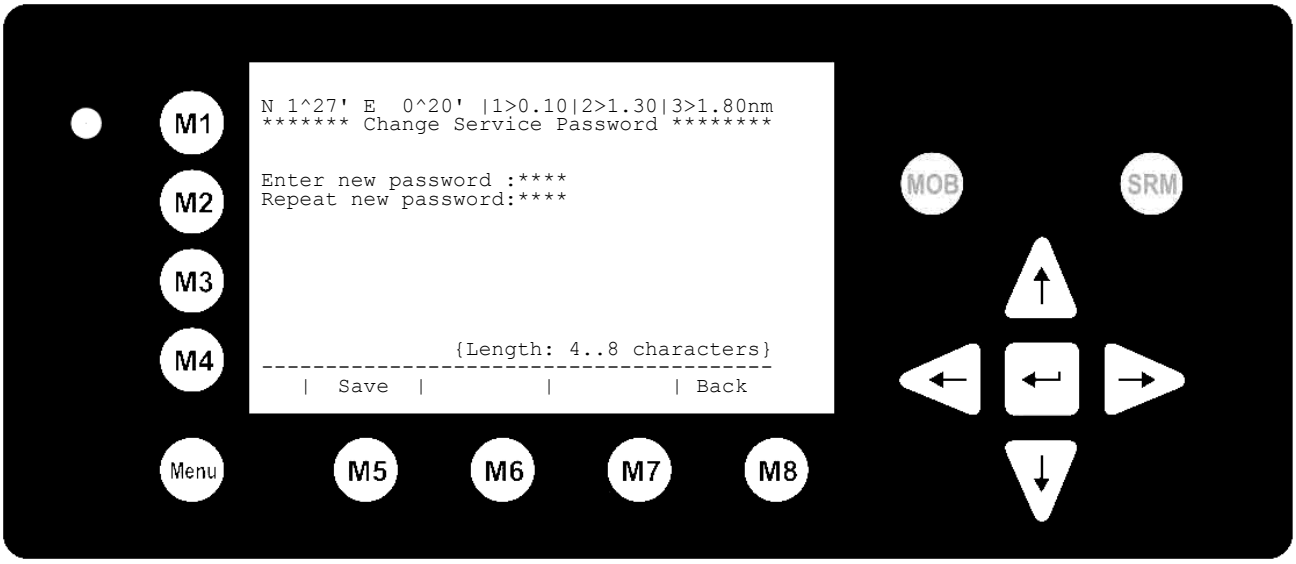
a) Change Service Password

This screen provides a means to individually configure the Service Password. This password differs from the User Password as it allows the user access to the Menu „Service Configuration“.

A minimum of 4, a maximum of 8 characters are allowed. The process of configuring the Service Password is identical to that of User Password configuration (see Menu 5: Configuration, Submenu 1: Change User Password).



Dynamic Keys: Change Service Password				
[Enter]	Confirm New Service Password Input	**[M8]**	**[Back]**	Return to Submenu Service Configuration
[Save]	Save New Service Password			



Dynamic Keys: Change Service Password				
[Save]	Save New Service Password	**[M8]**	**[Back]**	Return to Submenu Service Configuration

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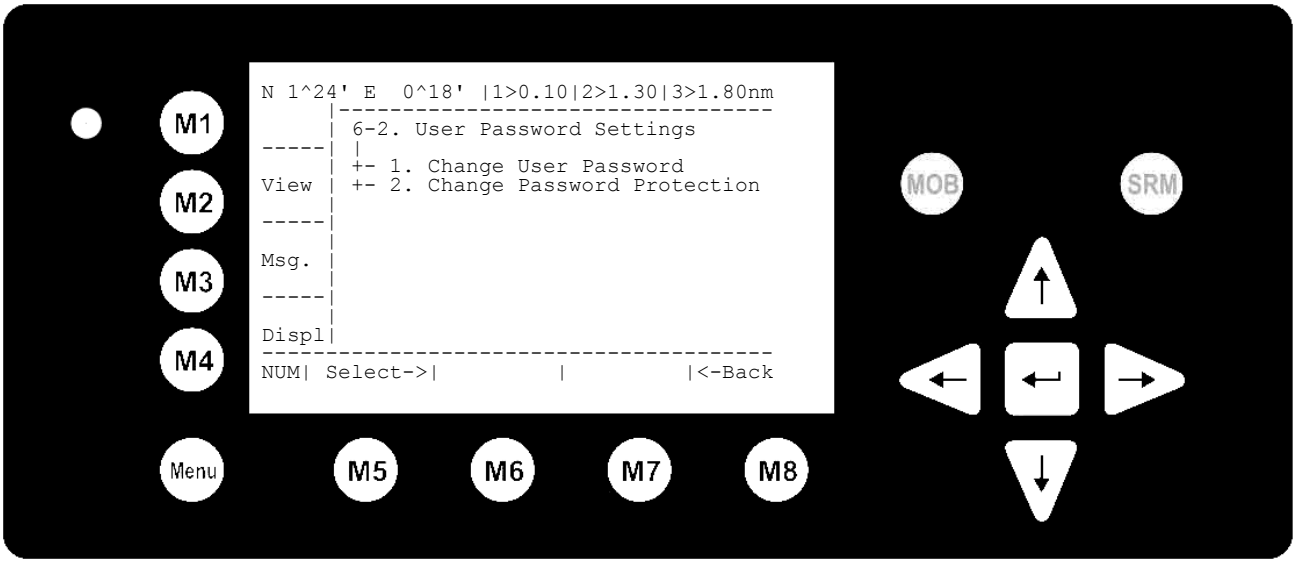
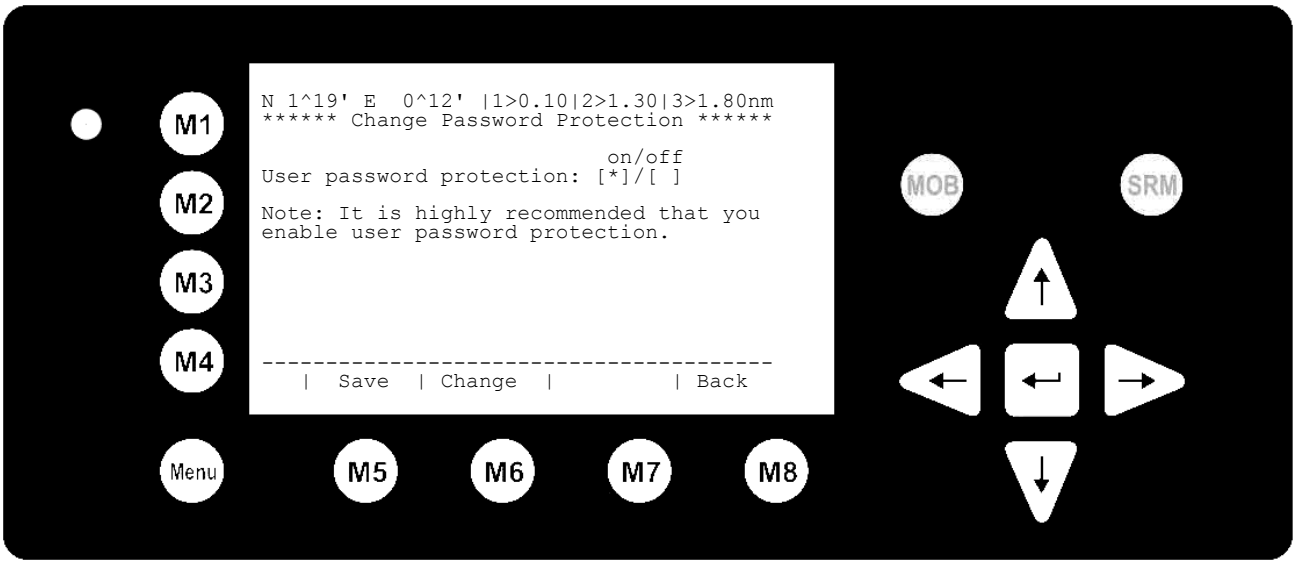
b) User Password Settings



Change User Password Protection:

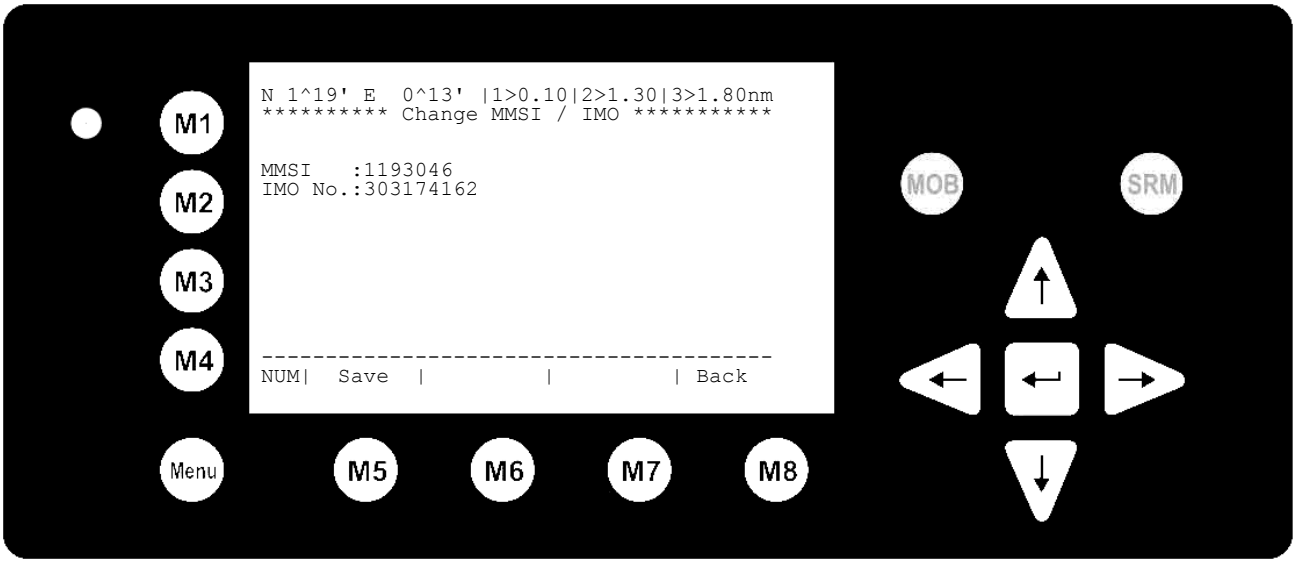
This function allows the user to enable or disable the User Password Query Function. For security reasons, it is highly recommended to enable User Password Protection in order to avoid unauthorized Transponder operation.
After the settings have been input and saved, the Data Saved Screen confirms the new configuration.



Dynamic Keys: Change User Password Protection				
[M5]	**[Save]**	Save User Password Setting	**[Enter]**	Save User Password Setting
[M6]	**[Change]**	Configure Password Setting (on/off)	**[Right] / [Left]**	Configure Password Setting (on/off)
[M8]	**[Back]**	Return to Submenu User Password Settings		

c) Changing the MMSI / IMO Numbers

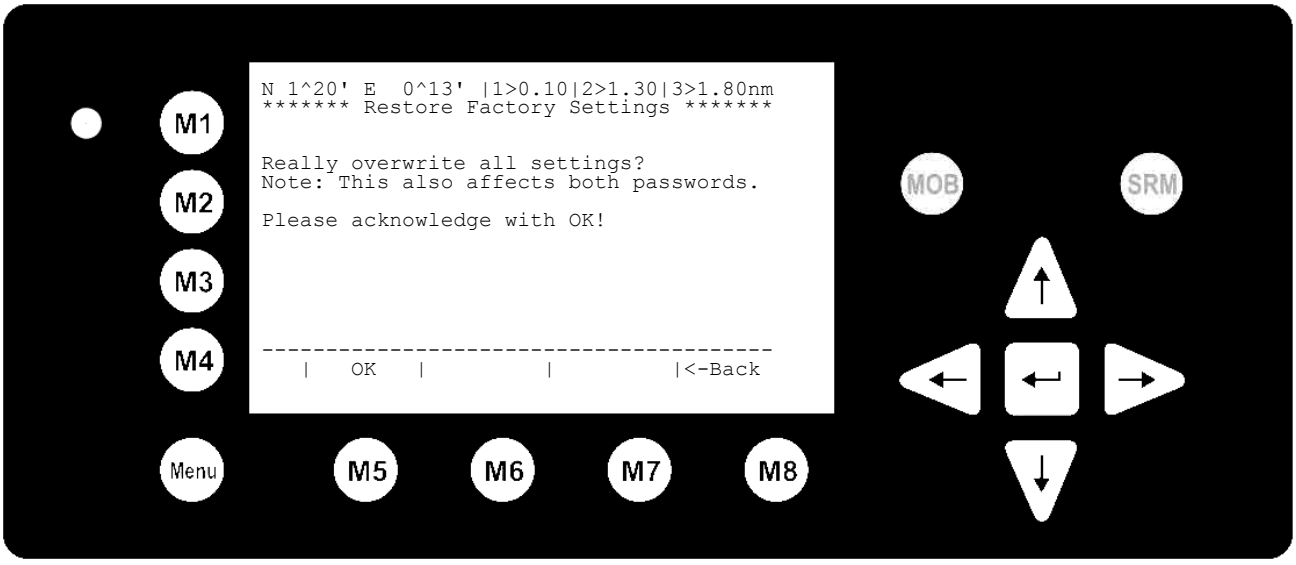
This screen provides a means to change the MMSI and IMO Numbers; the input fields are limited to a maximum of 9 characters.



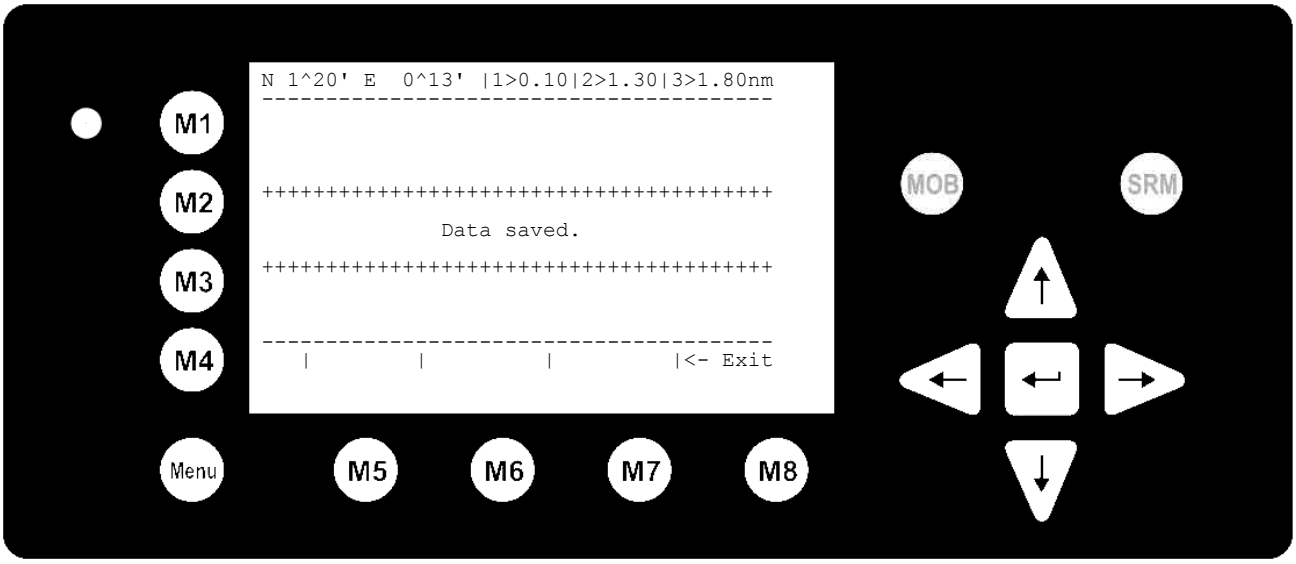
Dynamic Keys: Change MMSI / IMO				
[M5]	**[Save]**	Save MMSI/IMO Number Input	**[Enter]**	Navigate Data Input Fields (up/down)
[M8]	**[Back]**	Return to Submenu Service Configuration	**[Up] / [Down]**	Navigate Data Input Fields (up/down)

d) Restore Factory Settings

Warning:
By acknowledging the return to Factory Settings Command, all previous
Settings, both the User and Service Passwords and all manually input data are automatically deleted!



After pressing [OK], the Data Saved Screen confirms the Restore Factory Settings command.



Note:
The GlobalWatch™ UAIS has been restored to the Factory Settings! Now please configure your:

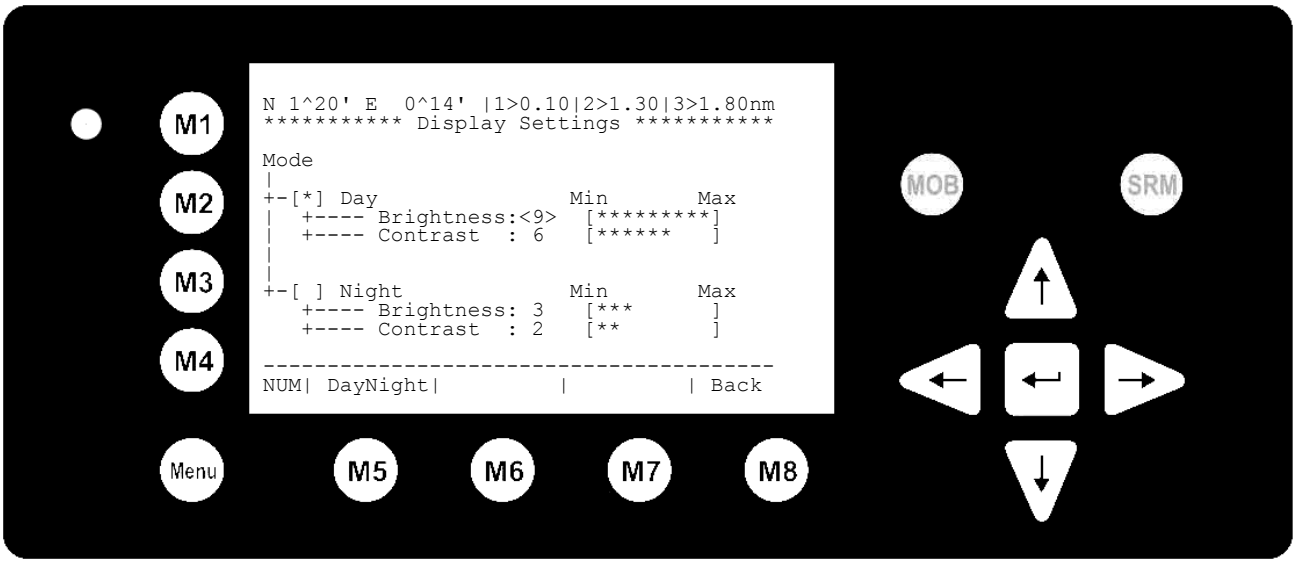
- **Ship Settings**
- **Voyage Settings**
- **User Password**
- **Service Password**

3.5.7 Display Settings

It is possible to choose from Daylight and Nightlight Display Settings; it is further possible to adjust the Brightness and Contrast Settings for both Display Settings.

The maximum setting for Brightness and Contrast is <9>, the minimum setting is <0>.

It is possible to automatically switch the Display Settings on the GlobalWatch™ UAIS to Day or Night Settings from any Menu Screen by pressing the [M4] [Displ] button.



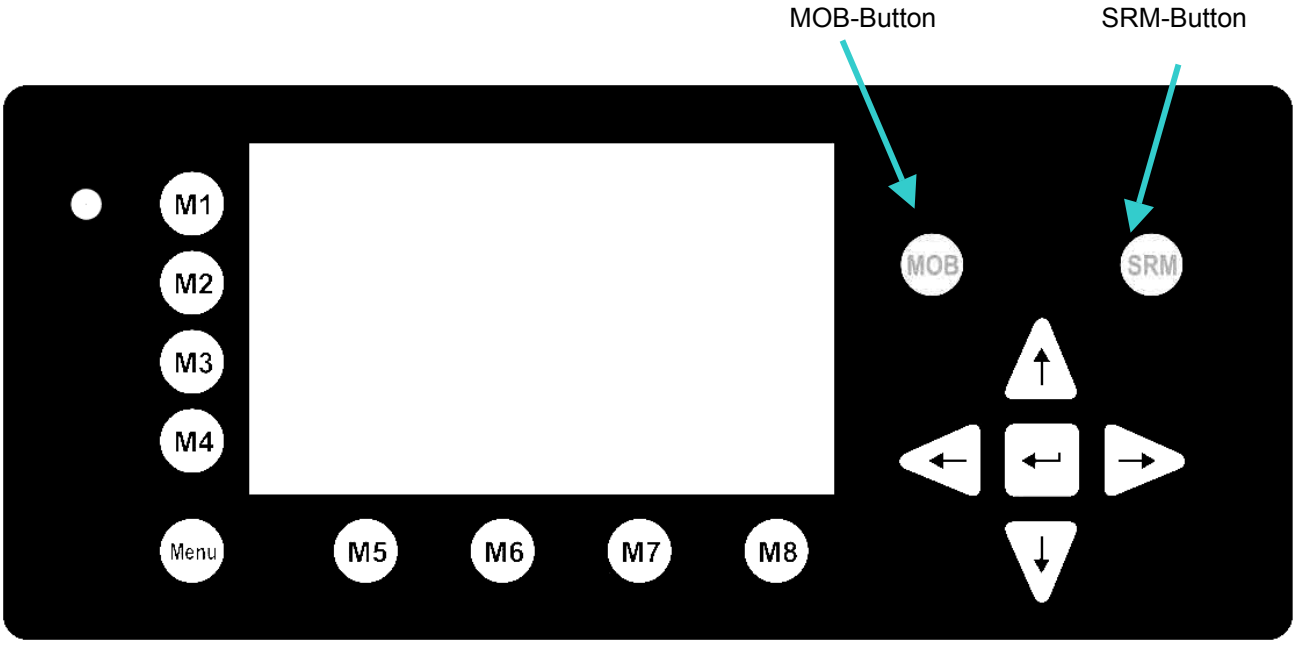
Dynamic Keys: Display Settings				
[M5]	**[DayNight]**	Switch between Day or Night Settings	**[Enter]**	Switch between Day or Night Settings
[M8]	**[Back]**	Return to Main Menu	**[Up] / [Down]**	Navigate Input Fields
			[Left] / [Right]	Regulate Modes (min/max)

Tip: The Brightness and Contrast Setting can be directly changed from the keyboard by inputing the desired value.

4 Safety Functions

The GlobalWatch™ UAIS is fitted with Safety Keys, which allow the user to automatically send urgent messages without the necessity of navigating the Menus.

The SRM Button sends out Broadcast Safety Related Messages to all ships in the Vessel Listing. The MOB Button sends out precise position of incident to Addressed Vessels, therefore allowing the message to be sent to a vessel closest to accident location.



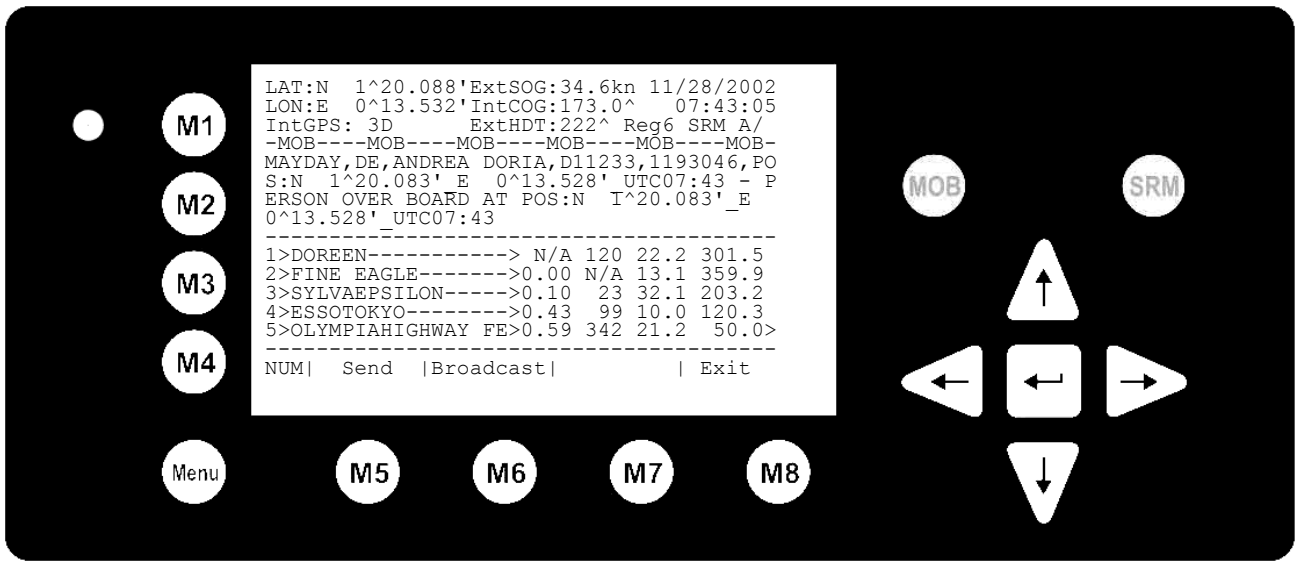
4.1 MOB Person over Board

By pressing the MOB button the current navigation position of own vessel and time of incident is automatically saved. The MOB message containing the distress information “Person Over Board” is automatically prepared for transmission as an Addressed or Broadcast Safety Related Message.

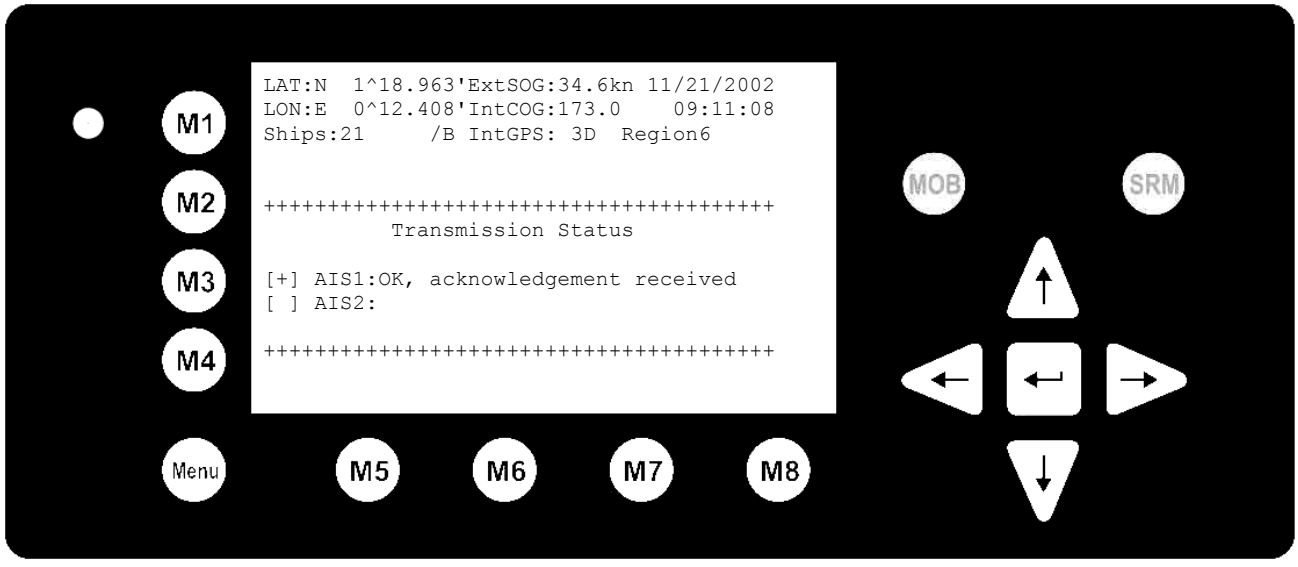
By pressing the [Broadcast] button, the MOB Message is automatically sent to all vessels within receiving range. By activating the [Send] button, an individual vessel can be chosen as recipient of the MOB Message.

The MOB screen shows the 5 closest vessels within receiving range as in some cases it may be helpful to send an individual message to a specific vessel, i.e. to a vessel which, is located closest to own ship or the accident area.

The **>** at the end of the Vessel Listing indicates, that further Vessels are listed and can be scrolled using the [Left] or [Right] buttons.



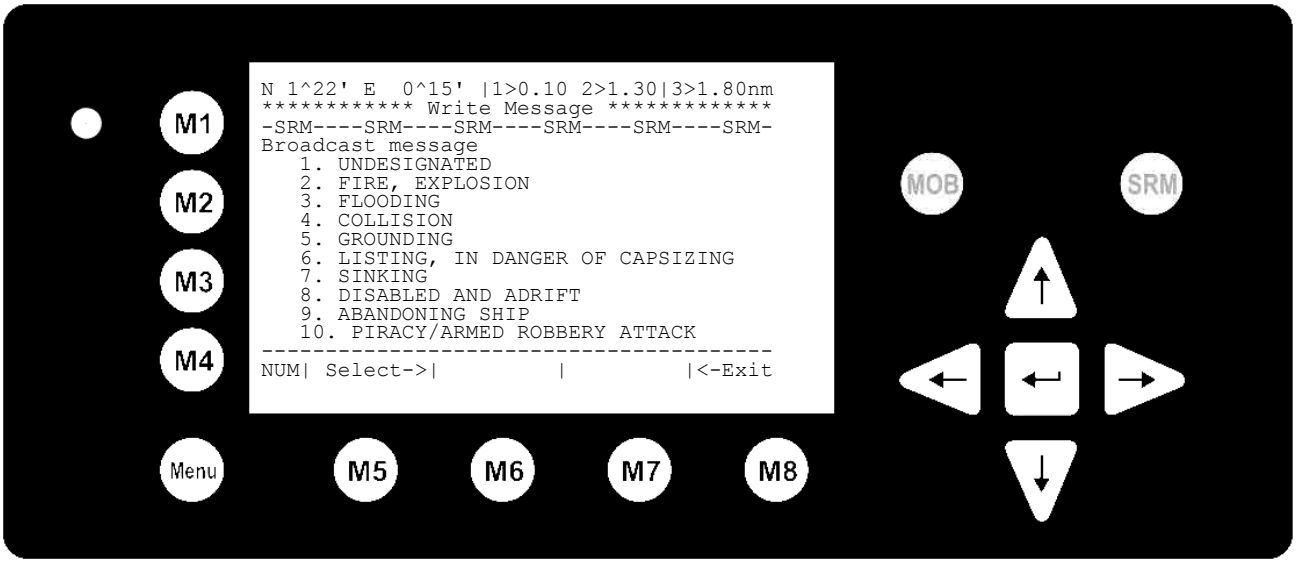
Dynamic Keys: Write Addressed SRM					
[M5]	**[Send]**	Send an Addressed MOB Message	**[M8]**	**[Exit]**	Return to Vessel Listing
[M6]	**[Broadcast]**	Send a Broadcast MOB Message			



4.2 Activating the SRM Safety Related Message Button

The desired Distress Message Text can be selected by pressing the appropriate number on the keyboard. By pressing the [Exit] button, it is possible to escape from this screen without sending the SRM Message.

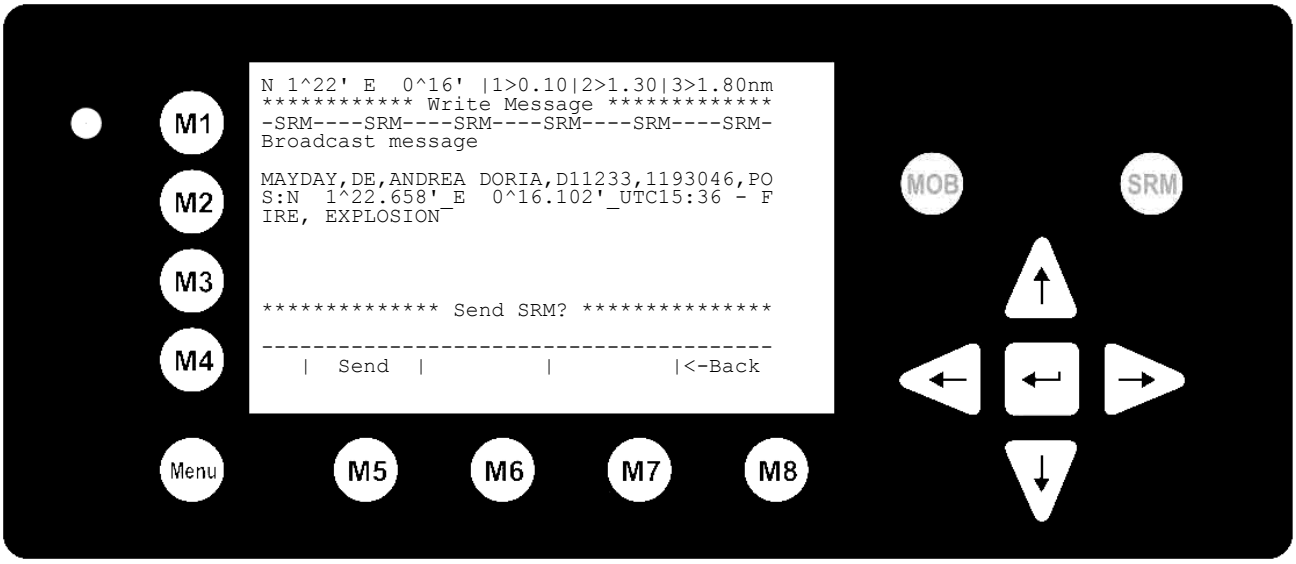
Note:
If no Message Subject is selected, the message is automatically sent as an undesignated distress call.



Dynamic Keys: SRM Broadcast Message				
[M5]	**[Select]**	Confirm Message Selection	**[Enter]**	Confirm Message Selection
[M8]	**[Exit]**	Return to Vessel Listing		

Sending an SRM Message:

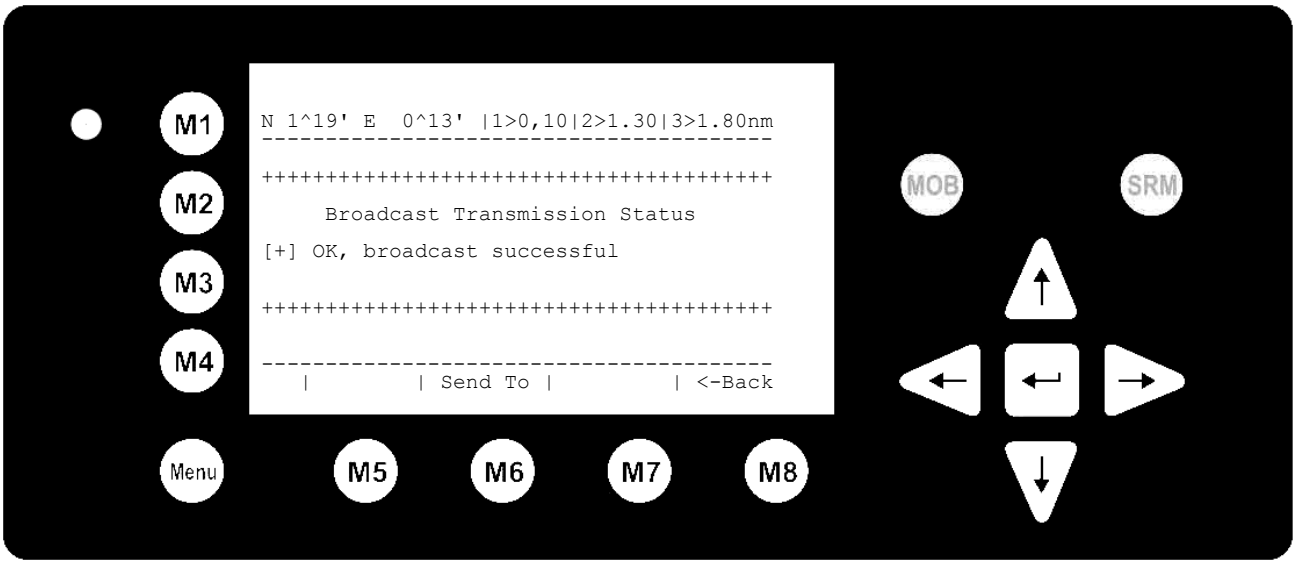
Upon selection of a message, this screen shows the emergency information, which will be sent and should be checked before transmission. To confirm message transmission to all vessels within range it is necessary to activate either the [Send] or [SRM] button. The [Back] button takes the user back to the Message Selection Menu without sending the message.



Dynamic Keys: Send SRM Message					
[M5]	**[Send]**	Send selected SRM Message	**[M8]**	**[Back]**	Return to SRM Message Selection

Confirmation of sent SRM:

Upon sending the SRM to all vessels the Broadcast Transmission Status is shown. The Broadcast Transmission Status Screen shows confirmation of sent message and allows the user to return to the Vessel Listing for further messaging to individual vessels.



Dynamic Keys: Confirmation of Broadcast SRM					
[M5]	**[SendTo]**	Return to Vessel Listing for further Messaging	**[M8]**	**[Back]**	Return to SRM Message View

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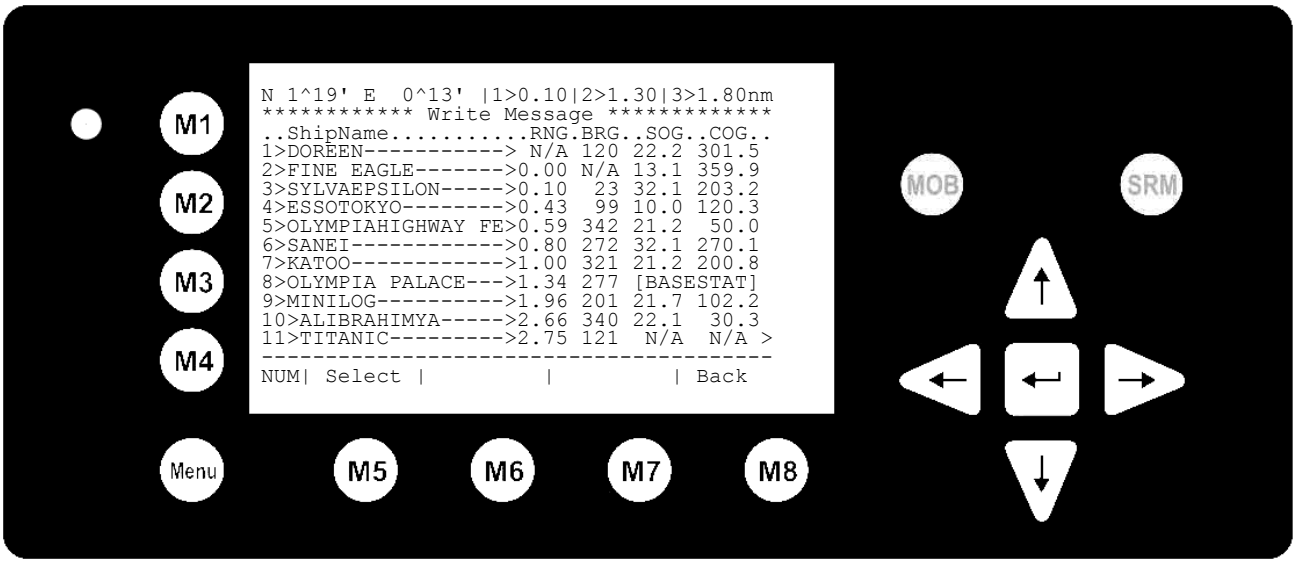
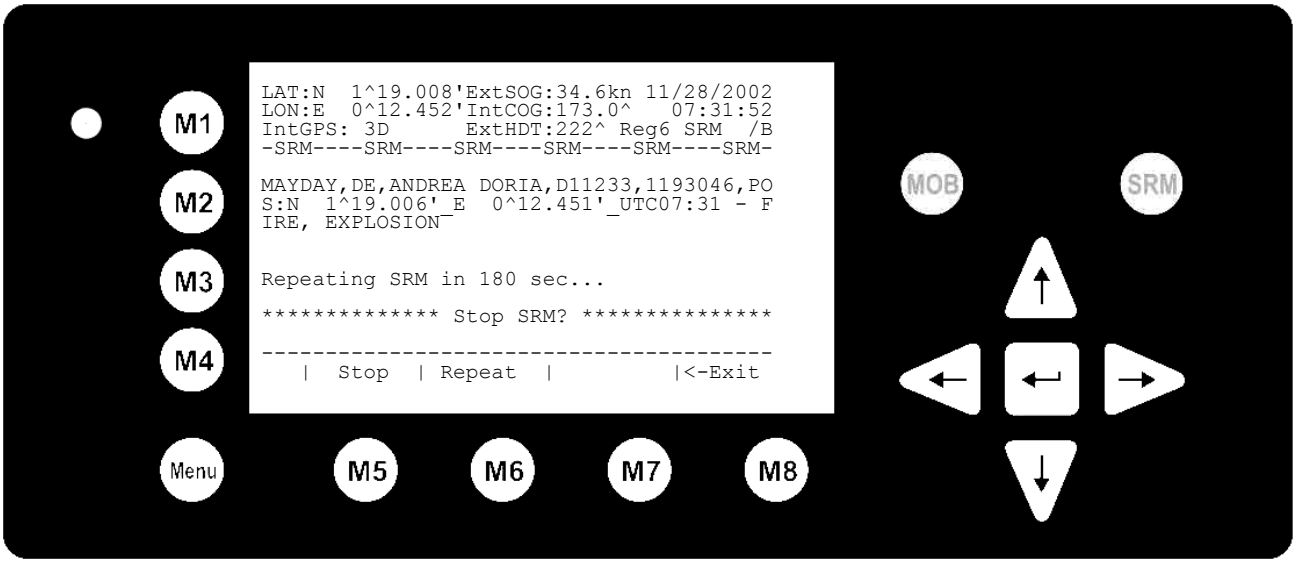
After pressing [SendTo] from the previous screen, the user is taken back to the Vessel Listing for the option of writing further addressed messages.



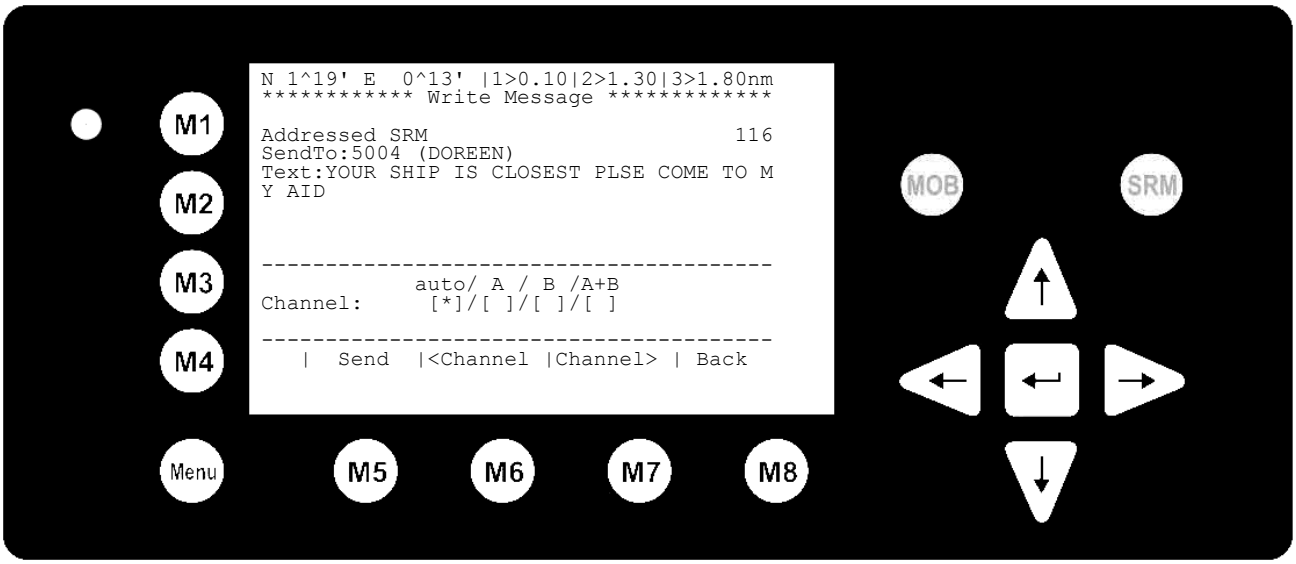
Dynamic Keys: Send SRM to Addressed Vessel					
[M5]	**[Select]**	Select Vessel for Messaging	**[M8]**	**[Back]**	Return to Submenu Messages

Note:
The SRM message transmission is automatically repeated every 180 seconds until the [Stop] button has been pressed.
Each SRM Message that is sent out every 180 seconds contains updated navigation information of own vessel position and actual time.



Dynamic Keys: SRM Message View					
[M5]	**[Stop]**	Discontinue SRM Message Transmission in 180 secs.	**[M8]**	**[Exit]**	Return to Vessel Listing
[M6]	**[Repeat]**	Repeat SRM Message Transmission immediately			

Sending a further SRM to an Addressed Vessel:



Dynamic Keys: Write Addressed SRM					
[M5]	**[Send]**	Send Message	**[M8]**	**[Back]**	Return to Vessel Listing
[M6]	**[Channel]**	Select Transmission Channel	**[M7]**	**[Channel]**	Select Transmission Channel

5 ANNEX

5.1 Contact and Support Information

ACR Electronics
Customer Service
5757 Ravenswood Road
Fort Lauderdale, FL 33312
U.S.A.

Tel.: +1 (954) 981-3333
Fax: +1 (954) 983-5087
info@acrelectronics.com
www.acrelectronics.com

5.2 Explanation of commonly used Abbreviations

Abbreviation	Full Text
A/B (A+B)	AIS Channel 1 / AIS Channel 2
ACK	Acknowledgement
AddrChM	Addressed Channel Management
AIS	Automatic Identification System
AIS_ChAs	AIS Channel Assignment Sentence
ALR	Alarm
AS	Assigned
AU	Autonomous
BcastChM	Broadcast Channel Management
BRG	Vessel True Bearing
COG	Course Over Ground
Dest	Destination
DGNSS	Differential Global Navigation Satellite Service
Dist	Distance
DSC	Digital Selective Calling
DTE	Data Terminal Equipment
ECDIS	Electronic Chart Display
EPFD	Electronic Position Fixing Device
EPFS	Electronic Position Fixing System
ETA	Estimated Arrival Time
ExtGPS	External Global Positioning System
ExtHDT	External Heading True
ExtSOG	External Speed Over Ground
GNSS	Global Navigation Satellite Service
GPS	Global Positioning System
IMO No	International Maritime Association Number
IN	Interrogation/Polled Mode
IntCOG	Internal Course Over Ground
IntGPS	Internal Global Positioning System
LAT	Latitude
LON	Longitude
LRI	Long Range Interrogation
MMSI	Maritime Mobile Service Identity
MOB	Man Over Board
Mod	Mode
NavStat	Navigational Status
Nm	Nautic Miles
OpManual	Operator Manual
PoB	Persons on Board
Pos	Position
PosAcc	Position Accuracy
Reg	Region
RNG	Rating
Rng	Vessel Range
ROT	Rate of Turn
RxA	Receiving AIS Channel
RxB	Broadcasting AIS Channel
RXVe	Received vessels
SOG	Speed Over Ground
SRM	Safety Related Message
Syn	synchronisation
TrZone	Transitional Zone
TxA	Transmitting on Channel A
TxB	Transmitting on Channel B
UTC	Universal Time Coordinated
VHF	Very High Frequency

EG - Konformitätserklärung
CE - Declaration of Conformity

Diese Konformitätserklärung bestätigt, dass das unten benannte Produkt den Auflagen der EC Council Directive 96/98/EC vom 20 Dezember 1996 für maritime Ausrüstung, geändert durch die EC Council Directive 2002/75/EC vom 2. September 2002 entspricht und von der benannten Stelle Nr. 0735 (BSH) typengeprüft ist.
This declaration of conformity certified that the mentioned equipment is in compliance with EC Council Directive 96/98/EC of 20 December 1996 on Marine Equipment, last amended by EC Council Directive 2002/75/EC of 2 September 2002 and has been type examined by the Notified Body No. 0735 (BSH).

Produktbezeichnung: name of product	**X-Pack DS** Annex A1 Item: 4.32 Automatic Identification System (AIS)
OEM Name: Trade Name	**RM 808 AIS** **GlobalWatch UAIS** **Bridgemate AIS**
Zertifikate der benannten Stelle Nr. 0735 (BSH): Certificates from the notified Body No. 0735 (BSH)	EC Type Examination (Module B) Certificate 734.2/0051-1/2003 EC Quality System (Module D) Certificate BSH-052-03-2003
Spezifizierte Standards: Specified Standard(s)	IMO MSC.74(69) Annex 3 ITU-R M.1371-1 (Class A) IALA Technical Clarifications of Rec. ITU-R M.1371-1 (Edition 1.3) ITU-R M.825-3 ITU-R M1084-3 IEC 61993-2 (2002) IEC 61162-1 (2000), -2 (1998) IEC 60945 (1996) IEC 61108-1 (1996)

Dokument- Nr.: document-no :	2004/007
Jahr, Monat: Year, month:	2004/03
Hersteller: manufacturer	**Nauticast Schiffsnavigationssysteme AG**
Anschrift: address	Mariahilfer Straße 50/2/11 1070 Wien, Austria
Aussteller: Issuer	Technischer Leiter Chief Technology Officer
Ort, Datum: place, date	Vienna, 2004-03-24
Unterschrift: signature	

ISO 9001:2000 Zertifizierung / ISO 9001:2000 Certification
Nauticast hat ein Qualitätsmanagement System nach ISO 9001:2000 implementiert, und ist seit Juli 2003 ISO-zertifiziert.
Nauticast maintains a Quality Management System according to ISO 9001:2000, and received ISO certification in July 2003.

Diese Erklärung bescheinigt die Übereinstimmung mit den genannten Richtlinien, ist jedoch keine Zusicherung von Eigenschaften.
Die Sicherheitshinweise der mitgelieferten Produktdokumentation sind zu beachten.
This declaration certifies the compliance with the indicated directives but implies no warranty of properties.
The safety instructions of the accompanying product documentation shall be observed.

Bundesrepublik Deutschland
Federal Republic of Germany

Bundesamt für Seeschifffahrt und Hydrographie
Federal Maritime and Hydrographic Agency

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

EC TYPE EXAMINATION (MODULE B) CERTIFICATE

This is to certify that:

Bundesamt für Seeschifffahrt und Hydrographie, specified as a "notified body" in „Schiffssicherheitsanpassungsgesetz" of 9. September 1998 (BGBl. I, p. 2860) last modified 25. September 2002 (BGBl. I, p. 3762), did undertake the relevant type approval procedures for the equipment identified below which was found to be in compliance with the Navigation requirements of Marine Equipment Directive (MED) 96/98/EC as modified by Directive 2002/75/EC .

Applicant	**NautiCast Schiffsnavigationssysteme AG**
Address	Mariahilfer Str. 50/2/11 A-1070 Wien, Austria
Manufacturer	NautiCast Schiffsnavigationssysteme AG
Address	Mariahilfer Str. 50/2/11 A-1070 Wien, Austria
Annex A.1 Item **(No & item designation)**	**4.32 Automatic Identification System (AIS)**
Product Name	**X-Pack DS**

Specified Standard(s)

IMO MSC.74(69) Annex 3	IEC 61993-2 (2002)
ITU-R M.1371-1 (Class A)	IEC 61162-1 (2000), -2 (1998)
IALA Technical Clarifications of Rec. ITU-R M.1371-1 (Edition 1.3)	IEC 60945 (1996)
ITU-R M.825-3	IEC 61108-1 (1996)
ITU-R M.1084-3	

This certificate remains valid unless cancelled, expired or revoked.

Date of issue: 25.03.2003

Expiry date : --

Issued by: Bundesamt für Seeschifffahrt und Hydrographie
Bernhard-Nocht-Str. 78,
20359 Hamburg, Germany
notified body **0735**

Certificate No.: 734.2/0051-1/2003

This certificate consists of 2 pages.

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE 16

by order

Preuss

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This certificate is issued under the authority of the „Ministerium für Verkehr, Bau- und Wohnungswesen".

Components necessary for operation:

X-Pack DS AIS Transponder unit	Part Number :	**NAU-A1**	Software Version: **2.0x**
VHF antenna Glomex	Part Number:	**NAU-B 610**	or equivalent
GPS antenna Marine II	Part Number:	**NAU-B 601**	or equivalent
Connection Box	Part Number:	**NAU-B 400**	

The internal GPS sensor of the X-Pack DS is used as a backup sensor for position reporting.

Documentation:

User Manual: Version 1.0 dated: 2002-12

Installation Manual: Version 1.0.1 dated: 2003-03

Trade Names:

The equipment is also available under the following trade names:

Raytheon Marine RM 808 AIS

Conditions and limitations:

Places of production :

(if different from client or where there are several)

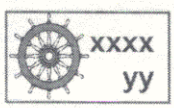
Notes:

The manufacturer shall inform Bundesamt für Seeschifffahrt und Hydrographie, as the notified body, of any modifications to the type-tested product(s) that may affect compliance with the requirements or conditions laid down for use of the product(s).

In case the specified regulations or standards are amended during the validity of this certificate, the product(s) must be re-certified before being placed on board vessels to which such amended regulations or standards apply.

The Mark of Conformity (wheelmark) may only be affixed to the type approved equipment, and a Manufacturer´s Declaration of Conformity may only be issued, if the product quality system fully complies with the Marine Equipment Directive and is certified by a notified body against ANNEX B module D, E, or F of the Directive.

Example for the Application of the "Mark of Conformity":



xxxx number of the Notified Body responsible for quality surveillance module
yy Last two digits of the year in which the mark is affixed.

Notice on legal remedies available:

Objection to this document may be filed within one month after notification. The objection must be filed in writing to, or put on record at, Federal Maritime and Hydrographic Agency, Bernhard-Nocht-Str. 78, 20359 Hamburg, Germany

Y1-03-0178A

Bundesrepublik Deutschland
Federal Republic of Germany

Bundesamt für Seeschifffahrt und Hydrographie
Federal Maritime and Hydrographic Agency

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

EC QUALITY SYSTEM (MODULE D) CERTIFICATE

Bundesamt für Seeschifffahrt und Hydrographie (Federal Maritime and Hydrographic Agency) as the notified body performing EC conformity assessment procedures in compliance with EC Council Directive 96/98/EC of 20 December 1996 on Marine Equipment, last amended by EC Council Directive 2002/75/EC of 2 September 2002, hereby certifies that the manufacturer

NautiCast Schiffsnavigationssysteme AG
Mariahilfer Straße 50/2/11

1070 Wien
AUSTRIA

maintains and applies a quality system in accordance with the requirements of the Maritime Equipment Directive annex B, module D.

Scope:

A.1/4.32 Universal automatic identification system (AIS)
(Type AIS Transponder X-Pack DS)
*****

Date of issue: 26 Mar 2003 **Issued by:** Bundesamt für Seeschifffahrt und Hydrographie

Expiry date: 15 Mar 2006 **Identification number 0735**

Registration no.: BSH-052-03-2003

This certificate consists of 2 pages

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE 6

by order

Mühlhausen

BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE BODY 0735

Y1-03-0178A

This certificate is issued under the authority of the Ministerium für Verkehr, Bau- und Wohnungswesen.
see notes overleaf

Places of production (if different from client or where there are several)

Siemens AG Österreich
Siemensstraße 92

1210 Wien
AUSTRIA

Restrictions:

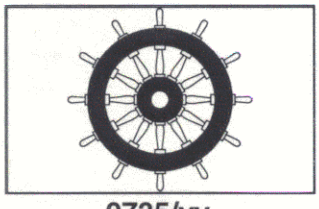
***

Notes:

This certificate authorises in conjunction with the EC Type Examination (Module B) Certificate of the equipment listed in the scope to affix the "Mark of Conformity" (wheelmark).

This certificate loses its validity if the manufacturer makes any changes or modifications to the approved quality system, which have not been notified to, and agreed with the notified body named on this certificate and/or after lapse of time, withdrawal or revocation of the EC Type Examination (Module B) Certificate.

"Wheelmark" Format and application:



0735/yy
example

yy Last two digits of the year in which mark is affixed.
0735 Notified Body number undertaking quality surveillance

Notice on legal remedies available:

Objection to this document may be filed within one month after notification. The objection must be filed in writing to, or put on record at, Federal Maritime and Hydrographic Agency, Bernhard-Nocht-Str. 78, 20359 Hamburg, Germany

Y1-03-0178A